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American Railroad Journal.

New York, Saturday, April 1, 1865.

Accident Assurance.

The business of assurance against accidents, though a new one in this country, has been practised for years in Europe. The first company having in view the specific object of insuring against bodily injury or accidental death, was established in England, by act of parliament, in the year 1848. A second one, with similar powers, was established in the following year. From small beginnings, the oldest of these companies has grown into business and extent, till now its capital is £1,000,000, or five million dollars. Such is the natural growth of an enterprise which meets a public need, and commends itself to the sagacity and good judgment of the people.

Although in previous years several charters were obtained, contemplating a similar business, the first company of this description organized and doing a successful business in the United States, is the TRAVELERS INSURANCE COMPANY of Hartford, incorporated under a charter granted by the Connecticut Legislature of 1863. It has been in active operation, however, but about eight months, having waited to secure some important amendments to its charter by the legislature of 1864. During these eight months, about ten thousand policies have been issued.

Organizations for mutual relief, in different forms, have always been popular to a certain ex-

tent, whether in the form of Union Trading Associations, Orders of Free Masons, Odd Fellows, or Sons of Temperance, Firemen's Benevolent Associations, Mutual Fire and Life Insurance Companies, and the like. The principle in all cases is the same; by the payment of a small sum at stated intervals to secure pecuniary reimbursement in the case of a heavy loss. The same arguments which have induced the public to insure so largely against losses by fire, the perils of the sea, or to obtain the payment of a stated sum in case of death, apply with equal force in case of insurance against disabling accidents of whatever kind.

A policy of insurance will of course do nothing to prevent the occurrence of an accident; but by its weekly compensation, helps to bear the necessary expense consequent upon an accident which disables the policy holder from attending to his usual occupation; and in case of death resulting, the widow and children are provided for. This plan especially commends itself to men of moderate means and small income. The mechanic, whose pay is measured by the number of days he works, can easily lay aside from his earnings the small sum necessary to procure a policy; but, being suddenly disabled by a broken leg, or other casualty, the relief furnished is invaluable—he finds his wages are paid by the company, instead of his employers, and his mind is not harassed with the sense of running deeply in debt, and losing time needed for the support of his family; while, if death ensues, the handsome sum secured leaves his family better provided for, pecuniarily, than they might have been by years of small savings.

The liability of persons to accident, in whatever occupation or condition in life, is shown by too many instances to need proof. Cases are not rare, even in this state, where a man has passed safely through three years of active service in the army, participating in numberless marches, skirmishes and battles without a scratch, and returned home to be killed or maimed by an accident occurring in the workshop, on the farm, or on the railroad.

Without further argument upon the propriety or necessity of Accident Assurance, let us briefly state the method by which insurance is effected in

the Travelers. The risks taken are divided into three classes: ordinary, special and hazardous, the former including the class of persons least liable to serious accident. General Accident policies cover every kind of risk by accident, are issued for terms of one to twelve months, renewable on payment of the usual premium under such a policy; a premium of \$3 secures to the family of the assured \$1,000 in case of fatal accident, or \$5 a week in case of disablement—or a premium of \$5 secures both. To secure \$16 a week compensation, and \$3,000 in case of death, the annual premium is \$15; to secure \$25 a week compensation, and \$5,000 in case of death, the premium is \$25.

To railway and steamboat travelers, travelers' risks are issued for periods of from one to twelve months, insuring only against accidents while traveling. The annual premium of \$2.50 secures the payment of \$5 per week compensation, in case of disablement, together with the sum of \$1,000 in case of death. Larger risks in proportion.

Policy tickets, for travelers, are also issued, which are sold at railroad stations only, covering all risks for accidents to the conveyance by which the purchaser may at the time be traveling, for periods of from one to thirty days. The premium is very small—for ten cents only, a risk is taken for one day, or \$2 for thirty days, securing \$15 per week compensation or the sum of \$3,000 in the event of a fatal accident.

The company have agents in all the leading cities and towns.

Mr. Edgar Forman is the General Agent for the City and County of New York, and policies are issued at the office No. 161 Fulton street, corner of Broadway.

Philadelphia, Wilmington and Baltimore Railroad.

We regret to learn that the able and highly successful President of this Company, Mr. Samuel M. Felton, has, from long continued ill-health, superinduced, as is supposed, from the arduous duties of his office during the last three or four years, felt compelled to resign his place as President of the Company to take effect April 15. Mr. Felton, as an engineer and railroad manager, has long stood at the very head of railroad men in this country. His place in the Wilmington road has been sup-

plied by the election of Mr. Hinckley, of Lowell, Mass., a gentleman said to possess many requisites for the office.

Northern Central Railway.

The earnings of this road for the fiscal year ending December 31, 1864, were as follows:

From freight	\$1,484,555 25
" passengers	752,986 82
" U. S. mails	26,100 00
" express	60,897 41
" United States transportation	586,907 86
" rents	15,104 79
" individuals and companies	59,210 81
" all other sources	56,156 71
	\$3,051,669 16

The expenses were:

Conducting transp.....	\$524,428 42
Motive power	552,240 78
Maintenance of cars	155,857 00
" way	703,401 19
General expenses	30,856 13
	1,966,282 52

Balance of earnings.....\$1,085,386 63

Disbursed as follows:

Interest on funded debt and exchange.....	\$295,618 58
Dividend on capital stock	345,830 60
Taxes on capital stock and dividend	33,911 54
Discount & abatements	10,249 39
Sinking funds	55,561 55
Dividend on Wrightsville Branch	10,911 82
	762,078 48

Leaving a net revenue of

The earnings of the Elmira Division were:	
From passengers	\$192,523 53
" freight	284,923 61
" mails	11,550 00
" express	14,610 00
" U. S. transportation	135,080 65
" other sources	17,880 49
	\$656,518 28

The expenses were:

Conducting transportation	\$110,121 92
Motive power	158,778 60
Maintenance of cars	80,776 28
" way	297,424 70
General expenses	15,675 82
Rental	165,000 00
	777,777 32

Showing a loss of

The receipts of the Shamokin Division were:	
From passengers	\$11,840 55
" freight	197,307 48
" mails, express, etc	17,669 87
	\$226,817 90

The expenses were:

Conducting transportation	\$31,230 78
Motive power	32,553 76
Maintenance of cars	9,704 26
" way	40,720 55
General expenses	4,588 14
Rental	74,358 95
	193,186 44

Showing a net gain of

By adding the net gain of the Shamokin Division to that of the Main Line and deducting the loss on the Elmira Division, we have a net profit on the entire operations of the road of \$245,180 57, thus showing a net revenue on the capital stock paid in, (after paying working expenses, interest on the funded debt and instalments on sinking funds,) of about eighteen per cent.

The working expenses have been sixty-four and three-fourths per cent. of the receipts; this might

be reduced by deducting expenses which are extraordinary, but as it will be necessary to continue like expenses for some time, it has been thought best to consider this class of expenditure as a part of the ordinary or working expenses.

In accordance with the resolution of the stockholders, the capital stock of the company has been increased one hundred per cent. We have called in upon this stock, \$1,084,860, and have expended on the second track \$620,394 41.

There has been added to the equipment 12 locomotives, 209 house cars, 200 gondolas, 8 passenger cars, and 200 coal cars, at a cost of \$630,918 14, to the payment of which, \$245,180 57, the unappropriated balance of this year's earnings have been applied, and the remainder, \$385,737 57, has been taken from the funds acquired by the increase of the capital stock, which must be returned for the use of the second track. This can readily be done without affecting the continued payment of the two per cent. quarterly dividend.

The coal business of the road has necessarily been very much restricted during the past year—the tonnage to Baltimore being but 75,000 tons as against 107,000 tons in 1863. This instead of falling off, would certainly have very much increased—perhaps 100 per cent.—had it not been that the demands on us on account of Government transportation of troops and supplies interfered.

The impression is prevalent, that the continued success of your road is dependent to a great extent on the continuation of the war, or upon the patronage of the United States Government. This is a mistake. The receipts from coal alone, (had we been excluded from Government patronage,) would have more than counterbalanced the revenue derived from United States business; but being compelled to carry freight for the Government for one-third less than the rates of 1861, and passengers at the same reduction, to the exclusion of the present rates of all other roads that are not used for military purposes, is severe, and will account to a very great extent for the percentage of the working expenses.

The work on the double track between York and Baltimore has been progressing favorably during the year. Eighteen miles have been completed, making twenty-five miles now in use. The balance is almost entirely graded and ballasted, and will be completed during the early part of the summer. The grading for the double track between Dauphin and Sunbury, is partially completed, and we hope to have the track laid between these points during the present year. When this work is finished it will permit a more economical working of the road, and enable us to take freight to Baltimore which has been forced in other directions by our inability to carry it on a single track.

We are glad to be able to state that the difficulties which have so long existed between this company and the City of Baltimore, are likely soon to be adjusted. The Committee of the Board have lately had several interviews with the Mayor and Finance Committee of the city in reference to the matter, and have agreed upon a settlement, which will be submitted to the City Councils for their approval. By this adjustment this company is to receive from the city the right to extend their road through the city to tide water at Canton, and also to change the route of the present line to Calvert Station, from a point on the line of the Canton Extension, thus avoiding the heavy grade of the present track in the city, which has always been a source of serious annoyance, and very great expense; and for this right, and the claim held by the city, we agree to pay \$22,000 in cash, and \$300,000 in bonds of this company. The city retaining her four thousand shares of capital stock.

We have had during the present year several offers from different parties, to lease the Shamokin coal lands now controlled by this company. But it has been our desire to retain the power to control the route, which the coal of this region should take to market. It has been agreed upon to lease

these lands to a company, which shall be owned and controlled by the stockholders of the Northern Central Railway Company. The details of this arrangement have been referred to a committee. That committee has the subject now under consideration, and will be ready to carry out the proposition as soon as the necessary legislation can be obtained. This we think will require but a short time, and we hope to be enabled to commence the development of the lands early this season.

From the reports we have from Mining Engineers and other experienced persons who are familiar with the property, we have every reason to expect that, when these lands are developed, the receipts, both of the Shamokin Division and our main line, will be very much increased.

We carried during the year 1,035,043 passengers. The large amount of money expended in the improvement of the road, has reduced the liability to accidents.

It is gratifying to us to be able to assure you that the main line of your road is in excellent condition, equalled to and not excelled by any road in the country. But to make it attractive, particularly to the local trade, which is the most desirable, it will be necessary to expend considerable money in the erection of suitable station houses at all stations on the line.

Another improvement which is necessary, and which we hope to accomplish soon, is a better connection with the Cumberland Valley Bridge at Harrisburg, to enable us to avoid the delay now necessary in transferring the trains from our road to Harrisburg, and to avoid the necessity of recrossing the river. A proper connection with that bridge, and the right from the Schuylkill and Susquehanna Railroad, and the Pennsylvania Railroad, to use their tracks between Harrisburg and Dauphin, would save nearly an hour in the running time of the road.

The operations of the Shamokin Division during the year have been very satisfactory. The net revenue derived therefrom, as previously stated, (after paying expenses and rental) being \$33,131 46, or about 4 per cent. on the capital stock of that road.

The results from operating the Elmira Division have not been so good. The condition of that road was referred to in the Report of the General Superintendent last year, who stated that it would require the entire receipts (after paying rental) to put it in good condition. We have found it necessary this year to exceed that sum, and have expended \$121,000 additional in its improvements; a like expenditure will be required during the present year, when we hope to have it in good condition. We believe the trade from the Northwest is sufficient at all times to make that road profitable—independent of the advantage it is to this company as a feeder—and the power which it gives us to attract trade to Baltimore, which would otherwise go to New York.

Compared with the previous year, the gross earnings show an increase of \$744,220 85; with an increase in expenses of \$279,415 11—making the increase in net earnings, \$464,805 74. The expenses were 64.6 per cent of the earnings—a reduction of 8.5 per cent.

The passenger business has increased \$160,200 82; the freight business, \$230,994 85.

During the year there have been transported northward 327,420 passengers, travelling an average distance of 40.4 miles; and southward 276,221, an average distance of 39.5 miles. The number of local passengers moved northward was 198,490; and southward, 156,057—an increase of 77,701; and to and from connecting roads 247,857—an increase of 53,151. The whole number of passengers carried was 742,117, (exclusive of soldiers) travelling 31,381,385 miles.

The number of tons of through freight moved northward was 1,611; do, southward 94,581;

local freight and connecting roads 651,706—total 747,808, a decrease of 14,887 tons. The reduction in tonnage is altogether in coal, amounting to 47,874 tons. The increase in local and through tonnage, other than coal, being 33,087 tons.

The engine mileage during the year was 1,099,848, at a cost of \$127,897 58 for repairs; \$163,185 55 for fuel; and \$25,766 16 for stores. An average per mile for repairs of 11.7 cents; for fuel, 14.8 cents; and for stores, 2.3 cents—total 28.8 cents per mile run.

The company have 85 locomotives—60 on the main line, 18 on the Elmira, and 7 on the Shamokin divisions. Twelve passenger and ten freight engines have been purchased during the year. Deducting the freight engines loaned to leased roads, the freight equipment for main line has been increased four engines.

The car equipment on main line and leased roads consists of 47 passenger, 14 baggage and 9 express cars; 1,189 freight, 2,182 coal, 130 truck, 8 drover, 9 tool, 6 caboose, and 37 maintenance of way cars—making a total in freight and roadway service of 3,506. The equipment added during the year was; 8 passenger, 2 baggage, 409 freight and 200 coal cars. There have been renewed: 8 passenger, 2 baggage, 40 freight, 128 coal and 3 express cars. Two passenger cars have been changed to baggage cars.

There have been used in repairs of track and renewals, 352 tons new rails, 4,990 re-rolled rails, 88,119 cross-ties, 14,673 chairs, and 147,094 lbs. spike.

The sidings have been increased in length 11,162 miles.

The receipts and expenditures of the company during the year have been as follows:

RECEIPTS:	
Balance cash assets, Dec. 31, 1863..	\$260,974 45
Earnings Main line and branch	3,025,491 52
" Shamokin division	226,317 90
" Elmira	656,618 28
Int. on bonds of L. & B. R.R. Co.	5,669 06
" N. C. R. R. Co.	587 30
Interest on bonds, debt and stock of	
W. Y. and G. R. R. Co.	7,184 72
Interest on sinking funds	12,786 55
Augmented capital stock	1,084,860 00
	\$5,280,339 78
EXPENDITURES:	
Expenses of main line and branch ..	\$1,966,282 52
" Shamokin division	118,827 49
" Elmira	612,777 32
Interest and exchange	295,613 58
Dividends on capital stock	345,880 60
Taxes on capital stock and dividends ..	33,911 54
Discounts and abatements	10,249 39
Interest and divid'd W. Y. & G. R. R. ..	10,911 82
Interest and dividends S. V. & P. R. R. ..	74,358 95
Interest, dividends and organization	
expenses E. & W. R. R. Co.	165,000 00
Construction of Main line	620,894 41
" Canton Extension	2,121 08
Equipment and real estate	630,957 51
Sinking funds for loans of \$150,000	
and \$2,500,000	55,561 55
General sinking fund	100,000 00
Balance of cash assets Dec. 31, 1864 ..	237,542 07
	\$5,280,339 78

The total number of passengers carried on the Elmira division was 117,266, of which 63,967 went north, and 53,319 south—equivalent number of through passengers, 81,755.

The number of tons of freight moved was 170,081 viz: through north, 82,099; do, south, 87,982.

595; local, 48,887. Total mileage of freight 10,831,514.

The mileage of engines was 808,770, at a cost of \$41,278 23 for repairs, \$41,340 04 for fuel, and \$7,379 08 for stores, or 29.24 cents per mile run.

The number of engines owned by the road is 16. The car equipment is included in the statement of Main line.

In the twenty months past, 2,660 tons of rails, 51,399 cross-ties, 13,526 chairs, 125,087 lbs. spike have been renewed, and 1,103 feet of bridging rebuilt. The sidings have been lengthened 15,527 feet and are still too short for the business of the road.

The number of passengers carried on the Shamokin division was 21,190, of which 10,769 went north, and 10,421 south; of these 2,040 were through, and 19,450 way passengers.

The number of tons of freight moved was 402,883, viz: local east, 179,489; do, west, 222,062; through 1,832. Total mileage of freight 4,013,459.

The engine mileage was 87,070, at a cost per mile of 8.2 cents for repairs, 14.1 cents for fuel, 2.4 cents for stores—total 24.7 cents per mile.

The engine equipment is five, the cars are included in statement of Main line.

The condition of the road has been fully maintained. 179 tons of rails, 6,368 cross-ties, 397 chairs, and 4,500 lbs. of spike have been used.

CONDENSED BALANCE SHEET.

Cost of road	\$7,104,785 96
Canton extension	320,520 12
Real estate	421,785 41
Equipment	1,104,744 02
	\$8,951,785 51
Sinking funds	455,664 69
Augmented stock subscribers	1,174,040 00
Cash	\$227,854 11
Post-office department	16,846 97
Bills receivable	400 00
Due from agents, etc.	271,568 62
B'ds W. Y. & G. R. R. Co.	52,000 00
Stock	47,595 00
Debt	24,180 48
Bond of N. C. R. R. Co.	500 00
United States	450,985 10
Materials and supplies	600,447 06
	1,692,157 29
	\$12,273,647 48
Capital stock paid up	\$3,344,860 00
" unpaid	1,174,040 00
	\$4,518,900 00
Loans secured by mortgage (see	
Bond List)	4,850,000 00
Debt to City of Baltimore	850,000 00
Bills payable	\$150,000 00
Interest coupons	84,474 95
Pay roll and vouchers	624,530 46
Dividend No. 4, payable	
Jan. 20, 1865	62,879 20
Div. W. Y. & G. R. R. Co.	3,315 77
Interest and dividend S.	
V. & P. R. R. Co. pay-	
able Feb. 1, 1865	31,284 78
Foreign roads	436,200 10
Individuals and corpora-	
tions	61,929 96
	1,454,615 22
Profit and loss account	600,132 26
	\$12,273,647 48

President.—J. D. CAMERON.

Vice President.—C. G. MILLER.

Secretary.—ROBERT S. HOLLINS.

Treasurer.—JOHN S. LEIS.

Gen'l Superintendent.—J. N. DUBARRY.

Pork Packing in the West.

The packing season for 1864-'65, has been shorter than usual, and the accounts are all made up. From these we announce a continued decrease in the totals, owing to the partial failure of the corn crops for the two last years. Not only is there a falling off at the packing places, but the amount of meat cured by farmers for their own use, and by storekeepers at small places, has been much less than in average years. The number of hogs in the country is also diminished, and hence the supply of pork for summer use will be light.

The returns by States for the years 1863-'64, and 1864-'65 aggregate as follows:

	1863-'64.	1864-'65.
Ohio	621,985	498,852
Illinois	1,290,490	985,784
Iowa	347,431	176,807
Kentucky	126,019	118,287
Indiana	899,197	251,287
Wisconsin	160,078	121,128
Missouri	883,736	270,654
Total	4,328,884	2,422,779
	2,422,779	

Decrease in 1864-'65. 906,105

—or about 27 1/4 per centum.

The average weight of hogs and the yield of lard show a light average increase, though this was not uniform, for in Illinois and Missouri there is a falling off in these respects; but an increase in all the other States. The comparison by States is as follows:

	Average Weight.	Yield of Lard.		
	1863-'64.	1864-'65.	1863-'64.	'64-'65.
Ohio	196 $\frac{1}{2}$	210 $\frac{1}{2}$	22 $\frac{1}{2}$	26
Indiana	182 $\frac{1}{2}$	201 $\frac{1}{2}$	19 $\frac{1}{2}$	22 $\frac{1}{2}$
Illinois	189 $\frac{1}{2}$	185 $\frac{1}{2}$	21 $\frac{1}{2}$	20 $\frac{1}{2}$
Kentucky	182	208	21	28 $\frac{1}{2}$
Missouri	128 $\frac{1}{2}$	184 $\frac{1}{2}$	23	20 $\frac{1}{2}$
Iowa	183 $\frac{1}{2}$	189 $\frac{1}{2}$	22 $\frac{1}{2}$	20 $\frac{1}{2}$
Wisconsin	202	197	28	24

The general average weight of hogs and yield of lard, for the whole West this season have been of hogs 195 1/2, and of lard 24 1/2 pounds, which compare with the general averages last season as follows:

	Weight of Hogs.	Yield of Lard.
1863-'64.	188 1/2	22 1/2
1864-'65.	195 1/2	24 1/2
Increase	6 1/2	2

In speaking of lard, as above, we have alluded solely to what is called leaf lard. The yield of head and gut lard is 8 to 10 pounds per hog. To obtain the total yield therefore this must be added to our previous estimate, making it greater by about 30 per cent. than represented.

We have not the means at hand to count the number of live hogs sent east for slaughter; but from the partial information we possess we are certain that it has been light, though the numbers exceed those sent last year. Compared with 1862-'63 they are a third less.

After taking the whole subject into view we have come to the conclusion that the supply is a fourth part less than in 1863-'64. It is lighter than for ten years past, and prices even without the intervention of speculation must inevitably rule high. They are already up to a point that forbids exportation, and which will materially affect the home consumption. In fact the supply is inadequate to the home demand, and exportation is out of the question.

Marblehead and Lynn Railroad.

The Boston Journal says there is much interest manifested in the proposed new railroad between Marblehead and Lynn. The road will be three and three-fourths miles in length. After passing through the "Marblehead Farms," it will join the Eastern Railroad at what is known as the old Marblehead depot, in Swampscott.

Railroads of Massachusetts, 1864.

We give below, from the *American Railway Times*, a tabular statement showing in detail the result of the operation of each road of the Railroad system in Massachusetts, for the fiscal year ending November 30, 1864. The following is a comparative statement of the gross amounts of the whole system for the past and preceding year:

	1863.	1864.
Number of companies	51	51
Length of roads, miles	1,595	1,570
Aggregate capital	\$69,362,052	\$77,614,806
Amount paid in	57,546,563	60,629,823
Aggregate cost of roads	66,809,802	73,723,920
Total revenue	11,950,739	16,478,596
Funded and floating debt	18,121,108	22,859,585
Surplus earnings on hand	2,843,804	5,093,550

The results of operation, in detail, for the past two years, may be found in the following abstract:

	1863.	1864.
Number of railways	38	38
Length of main lines	1,303.8	1,272.4
Length of branches	171.9	163.5
Double track and sidings	540.9	545.2
Cost of railways	\$61,610,448	\$61,896,123
Capital paid in	45,988,956	46,643,848
Funded debt	14,510,061	14,178,801
Floating debt	1,282,444	1,573,548
Total debt	16,792,505	15,752,600
Interest paid on debt	902,212	1,141,655
Dividends paid	2,981,890	3,448,115
Surplus	5,892,661	4,993,411
Receipts from passengers	4,912,121	6,649,343
Receipts from freight	4,878,181	6,158,442
Receipts from mails, &c.	660,531	735,636
Total receipts	11,711,027	14,981,015
Expense of road bed	1,066,831	1,896,444
Expense of machinery	1,044,727	1,755,524
Other expenses	4,282,570	6,301,957
Total expenses	6,429,841	9,619,324
Net income	4,331,153	5,313,070
Per ct. of exp. to income	64.9	64.2
Net income per ct. on cost	7.03	8.6
Miles run by pass. trains	3,620,540	4,070,107
Miles run by freight trains	2,863,442	3,224,943
Miles run by other trains	238,622	270,918
Total miles run	6,890,306	7,606,811
Receipts per mile run, cts.	175.6	196.9
Expenses per mile run, cts.	96.1	126.5
Net income pr. m. run, cts.	64.7	69.9
Cost of fuel pr. m. run, cts.	13.2	17.6
Road rep's pr. m. run, cts.	11.8	13.7
Engine rep's pr. m. run, cts.	5.9	9.7
Car rep's pr. m. run, cts.	7.4	13.1
Passengers carried	14,297,194	17,575,230
Passenger mileage	218,080,413	290,819,276
Tons of freight carried	4,866,685	4,954,676
Tonnage mileage	161,422,514	182,377,580

The net income is here taken as the amount remaining after deducting operating expenses only. The movement of freight and passengers shows quite a large increase, and the "net income per cent. on cost," has gone from 7.03 in 1863 to 8.06 in 1864. The actual dividends paid in 1864 average on the whole system 6.05 per cent. Many of the roads pay 10 per cent., others 9 and 8 per cent. The net income per cent. on cost shows the very handsome figure of 8.06 per cent. In the tabular statements only roads in operation are included.

Names of railways.	Main lines.	Branch-tracks & sidings.	Length.	Capital Stock paid in.	Cost.	Funded Debt.	Floating Debt.	Total Debt.	Interest paid on Debt.	Dividends paid.	Surplus.	From Passengers.	From Freight, etc.	Total Receipts.	Total Expenses.	Total Excess.
Boston and Worcester	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Western Railway	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
New York and Boston	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Fairhaven Branch (1)	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Providence and Worcester	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Worcester and Nashua	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Fitchburg and Worcester	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
New London Northern (2)	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Connecticut River	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Pittsfield and North Adams	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
New Haven and Northampton (3)	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Stockbridge and Pittsfield (4)	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
West Stockbridge (5)	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Boston and Providence	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Taunton Branch	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
New Bedford and Taunton	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Stoughton Branch (5)	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Eastern Branch (5)	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Middleboro' and Taunton	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Norfolk County	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Old Colony and Newport	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
South Shore Railway	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Cape Cod Railway	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Fitchburg and Lowell	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Vermont and Massachusetts	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Lexington and West Cambridge	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
South Reading Branch	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Boston and Lowell	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Nashua and Lawrence (6)	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Lowell and Lowell (6)	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Salem and Lowell (6)	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Stony Brook Railway (7)	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Boston and Maine	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Eastern Railway	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Essex Railway	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Newburyport Railway (8)	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Cheshire Railway	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Norwich and Worcester	44.6	156.0	17.3	\$4,500,000	\$4,500,000	\$2,720,000	\$2,720,000	\$5,440,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000	\$2,720,000
Totals	1,724	103.5	545.2	\$61,896,123	\$61,896,123	\$14,178,801	\$1,573,548	\$15,752,349	\$14,178,801	\$1,141,655	\$4,993,411	\$6,649,343	\$6,158,442	\$12,807,785	\$14,981,015	\$9,519,329

Names of Railways.	Per cent. of Ex- penditure to Income.	Net Income.	Net In- come per ct. on cost.	Per ct. of Divi- dends.	Number of miles run.	Total Rec'pts p.m. run, cents.	Total Exp's p.m. run, cents.	Net In- come p.m. run, cents.	Cost of fuel per mile run, cents.	Repairs— (per mile run) of road of en- gines, cars.			Passengers, carried in the cars.	No. of passengers carried one mile.	Tons carried in the cars.	No. of tons of merch'ise hauling one mile.
										bed.	gines.	cars.				
Boston and Worcester	66.8	\$487,464	10.8	10.0	638,522	230.7	154.3	76.4	21.0	15.0	13.7	10.9	2,141,198	29,901,252	458,820	17,823,785
Western Railway	60.7	1,178,712	10.5	10.0	1,430,223	209.5	127.1	82.4	23.1	11.5	10.5	16.4	336,715	42,043,314	682,860	57,749,666
New York and Boston	107.2	20,838	8.2	...	94,748	88.8	94.7	86.0	24.7	9.2	8.9	1.9	239,116	1,886,701	16,446	341,518
Fairhaven Branch	81.5	159,118	9.8	8.0	27,856	402.6	316.6	67.5	10.9	29.3	9.9	21.8	71,141	8,591,850	14,762	218,145
Providence and Worcester	66.2	237,604	11.3	7.3	236,408	199.6	182.1	71.0	16.1	16.4	13.3	17.6	1,016,465	8,742,086	190,776	6,941,105
Worcester and Nashua	59.4	237,604	11.3	7.3	194,712	174.4	103.4	71.0	16.1	9.1	7.7	10.7	228,872	3,742,086	146,520	3,650,520
Fitchburg and Worcester	65.6	21,397	6.3	6.0	37,947	162.2	106.0	66.2	18.7	14.9	15.6	8.0	62,868	715,415	38,988	491,817
New London Northern	84.2	14,852	6.6	7.5	68,537	131.8	109.9	21.9	...	...	...	...	81,480	1,115,640	17,673	139,522
Connecticut River	64.6	165,931	9.2	6.0	228,318	187.4	137.4	74.4	14.7	29.5	6.7	17.9	601,523	7,600,172	151,183	4,085,911
Pittsfield and North Adams	59.0	34,105	7.7	6.0	35,812	237.5	136.2	101.3	23.2	36.0	19.6	12.1	76,891	902,437	1,092,241	67,025
New Haven and Northampton	100.0	...	7.0	4.0	48,200	103.1	102.7	0.4	...	...	...	...	55,000	450,000	30,000	580,000
Stockbridge and Pittsfield	...	31,409	7.0	4.0	...	...	...	...	...	...	...	...	...	...	...	...
West Stockbridge	...	1,820	4.6	4.5	...	...	...	...	...	...	...	...	...	...	...	...
Boston and Providence	64.7	393,908	12.4	9.0	467,640	244.5	168.3	86.2	20.0	12.5	7.8	12.6	1,765,781	25,643,292	421,647	13,973,142
Taunton Branch	87.0	27,060	10.8	8.0	49,319	421.8	366.8	55.0	24.8	9.4	18.1	20.9	185,264	1,971,356	64,542	701,626
New Bedford and Taunton	80.1	43,527	8.5	7.0	54,272	409.0	328.3	80.7	14.7	37.0	4.5	29.1	136,119	2,196,049	56,173	586,397
Stoughton Branch	76.3	4,635	4.5	8.0	6,480	293.7	224.0	69.7	...	...	...	...	102,424	800,773	43,587	90,249
Easton Branch	47.0	4,436	8.0	7.0	6,045	141.8	68.0	73.8	...	...	...	...	17,572	70,288	10,430	41,720
Middleboro' and Taunton	86.3	5,317	3.5	...	24,086	162.8	140.6	22.2	13.6	10.0	...	4.2	36,101	284,920	16,748	98,457
Norfolk County	77.7	17,858	...	3.0	54,952	147.3	115.0	32.8	22.6	21.3	10.3	16.4	181,890	2,279,753	24,806	408,925
Old Colony and Newport	51.2	469,931	11.0	8.0	510,010	189.0	97.0	92.0	14.5	15.1	7.2	11.1	1,541,849	26,462,654	260,653	9,721,253
South Shore Railway	85.4	12,610	2.5	...	40,757	217.5	186.7	30.8	22.5	13.6	12.7	16.0	224,000	1,591,793	1,468	17,491
Cape Cod Railway	51.5	78,264	7.5	6.6	82,108	196.6	101.2	95.4	11.0	19.3	6.2	11.3	179,020	4,009,500	43,790	743,640
Fitchburg Branch	64.4	309,341	8.8	8.0	434,622	200.1	128.8	71.3	16.4	20.0	9.5	7.4	1,100,271	16,416,368	406,630	13,943,402
Vermont and Massachusetts	60.8	134,862	4.1	...	151,327	206.6	137.7	88.9	18.3	17.3	17.0	15.5	162,202	3,004,463	114,134	2,297,284
Lexington and West Cambridge	100.0	186	...	...	19,968	133.0	132.2	0.8	23.0	25.0	15.0	7.1	180,851	756,482	30,539	114,117
South Reading Branch	159.0	...	6.9	6.0	25,120	80.8	...	...	...	...	...	...	38,659	279,518	9,713	25,978
Boston and Lowell	71.9	63,018	9.7	8.0	413,213	157.6	131.4	44.2	15.2	8.9	10.3	12.0	919,442	11,233,998	461,101	7,092,866
Nashua and Lowell	78.4	182,603	6.9	6.0	185,647	157.3	128.5	33.8	15.2	9.0	10.3	12.0	413,082	5,089,622	207,202	8,145,999
Lowell and Lawrence	147.4	21,779	6.1	6.0	...	...	...	...	...	...	...	...	...	...	...	...
Salem and Lowell	...	16,602	3.6	1.5	...	...	...	...	...	...	...	...	...	...	...	...
Stony Brook Railway	...	14,468	5.4	5.6	...	...	...	...	...	...	...	...	...	...	...	...
Boston and Maine	65.1	383,331	8.8	8.0	737,505	172.7	112.5	60.2	18.8	17.9	6.0	4.4	2,574,945	37,903,702	283,542	9,038,626
Eastern Railway	55.7	480,422	10.7	6.0	627,386	197.3	110.0	87.3	15.7	7.4	10.9	21.0	1,920,767	31,211,880	175,898	5,066,989
Essex Railway	78.0	16,611	2.2	...	62,806	127.5	99.0	23.5	16.1	30.3	7.2	10.0	128,457	1,102,259	49,160	888,363
Newburyport Railway	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cheshire Railway	71.2	155,895	5.6	3.5	382,852	140.9	100.5	40.4	11.7	9.5	8.4	18.0	104,345	4,034,541	217,372	12,492,748
Norwich and Worcester	61.2	244,470	9.3	7.5	344,463	183.6	112.6	71.0	14.3	14.2	15.2	18.5	160,580	8,112,788	180,400	8,881,993
Totals and averages	64.2	\$5,313,070	8.6	7.4	7,606,811	196.9	126.5	69.9	17.6	18.7	9.7	13.1	17,575,230	230,819,276	4,954,676	182,377,580

(1) Owned and operated by the New Bedford and Taunton Railway Company.

(2) The New London Northern Railway embraces the New London, Willimantic and Palmer, and Amherst, Belchertown and Palmer roads. The whole length is 81 miles; of which 29 miles are in Massachusetts. The amounts tabulated are only twenty-nine eighty-sixths of those returned, and are entered only to add to the correctness of the footings.

(3) The whole road with its branches is 85 miles long; of which 25 miles are in Massachusetts. The earnings and expenses above tabulated are thus divided in the report; but the remaining items are twenty-five eighty-fifths of the amount returned, and are entered only that the footings of the columns may be more correct.

(4) Leased to the Housatonic Railway Company of Connecticut.

(5) Operated by the Boston and Providence Railway Company.

(6) Operated by the Boston and Lowell Railway Company.

(7) Operated by the Nashua and Lowell Railway Company.

(8) Leased to the Boston and Maine Railway Company.

Chicago and Rock Island Railroad.

The earnings and disbursements of this road for ten months have been as follows:

Earnings for 10 months	\$2,801,838 78
Operating expenses	\$1,280,881 90
Construction land and equipment	404,613 20
	<u>1,685,495 10</u>

Net \$1,116,348 68

Peoria and Bureau Val.	
rent, 10 months	\$104,166 00
Interest on debt 10 mos.	116,660 00
October dividend, 3 per cent.	189,000 00
April dividend, 5 per ct.	315,000 00
	<u>724,826 00</u>

Surplus of 10 months \$391,517 00

Erie Railway Company.

To the report of this company, an abstract of which was published in our last issue, the following "Note" is appended:

NOTE.—The tables and statements in the foregoing report are as of January 1, 1865. The present liabilities of the company on account of the new construction and equipment are as follows:

Bills payable to Daniel Drew, Esq., for which 28,000 shares of stock are hypothecated—the debt to mature in one year from January 6, 1865, with a right to the company to pay the whole, or any part thereof, before maturity	\$1,960,000 00
29 freight cars to receive	81,436 00
18 engines to receive in March	339,356 15
16 " " April	451,464 48
22 " " May & June	842,000 00
	<u>\$3,624,256 63</u>

And the means to pay the same are—	
28,000 shares of stock at par	\$2,800,000 00
900 fourth mortgage bond	900,000 00
	<u>\$3,700,000 00</u>

ROBERT H. BERDELL, President.

OFFICE ERIE RAILWAY CO.,
New York, March 16, 1865.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price per share.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price per share.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price per share.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price per share.
COPPER.					COPPER.					IRON.					GOLD, SILVER, AND QUICKSILVER.				
Acton.....Ca.	200,000	\$		70c	Jefferson.....L. S.	20,000				Copake.....N. Y.	50,000	50		8	Atina (G.).....Col.	50,000	10		
Acton Vale.....Ca.	50,000			5c	Keweenaw....."	20,000			4	East River....."	6,000	50			Acadia (G.).....N. S.	100,000	3		
Adventure.....L. S.	20,000				Kickapoo....."	20,000		1		George's Ck. & I. Md.	10,000	100		118	Albion (G.)....."	100,000			
Albany and Boston....."	20,000		20	194	King Philip....."	20,000		2		Hawwood....."	20,000	5			Alpine (G.).....Col.	150,000	10		4
Algoma....."	20,000				Knowlton....."	20,000		1	12	Kahadun.....Me.	3,000	100			Alps (G.)....."	100,000	5		
Alliance.....Ca.	200,000	24			Lafayette.....Ca.	200,000	1			Lake Superior.....L. S.	20,000	24			American....."	200,000	2		
Allouez.....L. S.	20,000		1	54	Lake....."	20,000		1	14c	Massachusetts.....Pa.	25,000	1			Am. & Mex. (S.).....N. M.				
American.....Ca.	200,000	24			Lawrence.....L. S.	100,000		5	50c	Mount Pleasant.....L. S.	10,000	50			Am. Pioneer.....A. T.				
Amygdaloid.....L. S.	20,000		25		Lennoxville.....Ca.	100,000		5		Teal Lake.....L. S.	20,000	10			Arizona (Silver)....."				
Annapolis.....Md.	50,000	10			Logan....."	100,000		2		Tyson....."	20,000	10			Atlantic (G.).....N. S.	100,000	2		2
Arizona.....Ariz. T.	10,000	100			Lyster....."	20,000		3		Lead and Zinc.....N. Y.	100,000	5		81	At. & Pac. (G. & S.).....Nev.	50,000	10		33
Ascut.....Ca.	20,000	20			Madison.....L. S.	20,000		1	2	Amenia.....N. Y.	100,000	5			Bay State (G.).....Col.	200,000	5		
Astor.....L. S.	20,000		1	64	Malden....."	20,000		1		Bucks County.....Pa.	50,000	5		24	Beacon (G.).....N. S.	200,000	2		
Atlas....."	20,000		1	44	Malden....."	20,000			50c	Canada.....Ca.	50,000	5			Benton (G.).....Col.	100,000	5		45c
Aztec....."	20,000		1	4	Manhattan....."	20,000		24	34	Clute....."					Black Hawk (G.)....."	50,000	100		
Balt. and N. O.....N. C.	2,000	5		20c	Marquette....."	20,000				Crystal Lake....."				21	Boston (G.)....."	10,000	60		105
Bare Hill....."					Maryland.....Md.	20,000		5	50c	Erie....."					Briggs (G.)....."	10,000	100		
Bay State.....L. S.	20,000		34	20	Mass.....L. S.	20,000				Gay's River....."	100,000	5			Bullion (G.)....."	200,000	25		
Beaver....."	20,000		1		Massachusetts....."	20,000				Hampton....."	100,000	5		14	Burroughs (G.)....."	100,000	10		
Bedford.....Ca.	125,000	1		60c	Menominee....."	20,000				Keystone.....Pa.					Canadian (G.).....Ca.	200,000	2		50c
Black River....."	20,000		24	10c	Merrimac....."	20,000				Lancaster....."	100,000	5		75c	Central (G.).....Col.	50,000	20		174
Bohemian.....L. S.	20,000		74	104	Metcor....."	20,000				Macomb....."	100,000	5			Chadwick (G.).....Ca.	100,000	5		90c
Bolton.....Ca.	20,000		5	14	Mesnard....."	20,000		54	24	Mineral Point.....N. Y.	100,000	5		110	Chaubert (G.).....N. S.	100,000	5		65c
Boston.....L. S.	20,000		54	14	Michigan....."	20,000				Mount Hope.....N. Y.	80,000	1	24		Colonial (G.).....Col.	100,000	24		25c
B. and Corinth.....Vt.	20,000	10			Middlesex....."	20,000				National....."	200,000	1		21	Colorado (G.).....Col.	50,000	10		1
Brooklyn.....L. S.	20,000		2		Minnesota.....L. S.	20,000		34	104	New Jersey.....N. J.	12,000	100			Consol. Gregg (G.).....Col.	50,000	100		25
Brome.....Ca.	100,000	5			Missisquoi.....Ca.	150,000	3			N. Y. & Boston.....N. Y.	100,000	5		1	Copainshe (G.)....."	200,000	20		
Cabot.....L. S.	20,000				Montezuma.....N. Mex.	300,000	5			Oswegatchie.....Ca.	100,000	5			Corliss (G.)....."	100,000	10		6
Caladonia....."	20,000				Morrison.....L. S.	20,000				Ramsay.....Ca.	20,000	25			Corydon (G.)....."	100,000	25		1
Cambridge....."	20,000		5	25c	Nashua.....L. S.	20,000				Roselle....."	100,000	5			Day & Bushnell (G.).....Ca.	300,000	10		
Canada.....Vt.	100,000	1		60c	National....."	20,000		54	24	Shawangunk.....N. Y.	100,000	5		40c	Denver (G.)....."	50,000	20	124	15
Carp Lake.....L. S.	20,000				Native....."	20,000		3	62c	Susser.....N. J.	100,000	5		57c	Dorset (G.)....."	170,000	5		
Cascade....."	20,000				Naumkeag....."	20,000		1	10c	Union....."	100,000	5			El Dorado (G.).....Nev.	100,000	5		
Central....."	20,000				Nelson.....Ca.	200,000	1			Walkill.....N. Y.					Empire (S.)....."				
Chaplain.....Ca.	200,000	14		15c	Nequakot.....L. S.	20,000		1	2	COAL & ANTHRACITE:					Empress (S.)....."				
Chatham....."	200,000	2			Nevada (Silver)....."	20,000				American.....Pa.	37,500	25		80	Eureka (G.).....Cal.				
Chautauque....."	100,000	1		50c	New England.....Ca.	20,000		2	75c	Ashburton....."	50,000	50		15	Excelsior (G.).....Col.	30,000	10		14
Chandler....."	200,000	1		12c	Newton.....L. S.	20,000		1	8c	Atlantic & G. C. Md.				14	Frankfort (G.)....."	100,000	2		
Chester....."	20,000				New York.....L. S.	20,000				Baltimore....."	100			86	Garrison (G.).....Col.	100,000	5		
Chetchemp....."	20,000				N. Y. & Passaic.....N. J.	100,000	5			Bear Valley....."	40,000	124		194	Gilbert River (G.).....Ca.	100,000	5		1
Chippewa.....L. S.	20,000				North Cliff.....L. S.	20,000		4		Beaver Meadow.....Pa.	100,000	50		9	Gilpin (G.)....."	100,000	5		14
Cleveland.....Ca.	100,000	5			North Silver Lake....."	20,000				Belmont....."	10,000	50		44	Gold....."	100,000	5		34
Cliff.....L. S.	20,000				North State....."	20,000			20c	Big Mountain.....Pa.					Gold Field....."	50,000	10		
Clinton....."	20,000				North Sutton.....Ca.	100,000	5		1	Blackhall.....N. S.	8,000	25			Gold Hill....."	50,000	10		
Collins....."	20,000				North Western.....L. S.	20,000			74	Boston & Pictou....."	100,000	5			Gold River....."	100,000	3		
Columbian....."	20,000		44	9	Norwich....."	20,000				Bridgeport.....Pa.	30,000	10			Gould & Curry (G. & S.).....N.				
Consolidated....."	20,000		54	6c	Ogima....."	20,000				Broad Mountain....."	30,000	10		10	Gunnell (G.).....Col.	300,000	10		14
Copper Falls....."	20,000		24	174	Ontonagon....."	20,000				Butler....."	20,000	24			Halfax (G.).....N. S.	200,000	2		50c
Copper Harbor....."	20,000		1		Ottawa.....Ca.	204,000	1		23c	Cape Briton.....N. S.	200,000	24		3	Harmon (G. & S.).....Nev.				
Copper Hill....."	200,000	10			Pacific.....L. S.	20,000				Carbondale.....Pa.					Holman (G.).....Col.	150,000	25		
Coppermine Hill....."	50,000				Pennsylvania....."	20,000		25	24	Central....."				414	Hope (G.)....."	80,000	2	10	10
Cornwall.....Vt.	100,000	2		25c	Petherick....."	20,000		24	10	Clinton....."				1	Isaac's Harbor (G.).....N. S.	100,000	5		55c
Dacotah.....L. S.	20,000		31	25c	Pewabic....."	20,000		24	294	Coal Brook....."	4,000	50		784	Isabella (G.)....."				
Dana....."	20,000		5	20c	Phila. & Boston....."	20,000		15	2	Continental....."	10,000	50		24	Kennebec (G.).....Ca.	100,000	5		
Deep River.....N. C.	20,000		11		Phoenix....."	20,000				Cumberland (pref.) Md.	50,000	100			Kent (G.).....N. S.	200,000	1		
Delaware.....L. S.	20,000		1	44	Pittsburg & Boston....."	20,000		67		Daniel Webster....."	5,000	100			Lake (G.)....."				
Derby....."	20,000		6		Pontiac....."	20,000		34	2	East Mahanoy.....Pa.					Lake Major.....N. S.	12,000	50		
Devon....."	20,000				Prince of Wales.....L. S.	200,000				Everhart....."	50,000	25		53	Libertad (G. & S.).....Mex.				
Dorchester....."	20,000		1	24	Providence.....Ca.	20,000		10	77	Franklin.....Pa.	5,000	100		44	Manhattan (G.).....Col.	100,000	10		
Douglas....."	20,000				Quincy....."	20,000				Fulton....."	60,000	5		664	Mariposa (G.).....Cal.	100,000	100		114
Dover.....Ca.	200,000		1	3	Reid Hill.....Ca.	200,000	1			Gilbertson....."	5,000	100		110	Massachusetts (G.).....Ca.	500,000	5		24
Dudley.....L. S.	20,000		25c		Reliance.....L. S.	20,000			74	George's Creek.....Pa.	10,000			50	Mex. Pac. (G. & S.).....Mex.	100,000	100		
Dunham.....Ca.	200,000	5		25c	Richford....."	60,000	5			Grand Tunnel....."	4,000	100		3	Montague (G.).....N. S.	50,000	10		
Durham....."	20,000		34		Ridge.....L. S.	20,000				Green Mountain.....Pa.				91	Montana (G.)....."	100,000	5		14
Eagle River....."	20,000				Rockland....."	20,000				Hampton & Balt. Md.	32,300	50		75	Montezuma (G. & S.).....N.	100,000	5		
El Dorado (Silver)....."	25,000				Roseoe.....Ca.	200,000	1		5	Hazleton.....Pa.	32,300	50							

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

PASSENGER RAILROAD BONDS.

Fiscal year ending.	Completed: equi- val in single trk.	In progress or projected	Equip- ment.			Companies.	Cost of Road and Equipment	Share Capital paid in.	Indebted- ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.	DESCRIPTION.	Amount out- standing.	Rate.	Pay- able.	Principal payable.	Market Price.
			Horse.	2-horse.	1-horse.				Bonded Debt.	Floating Debt.	Gross.	Nett.									
MASSACHUSETTS.																					
30 Nov. '63	3.36					Boston and Chelsea.	110,000	140,000			7,200	7,200	8		38	Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	1883	
30 Nov. '63	4.18		161	26		Broadway, Boston	88,551	220,000		12,500	82,446	21,196	91		55	Brooklyn, Bath & Coney Is'd	44,500	7	J. & J.	1883	
30 Nov. '63	32.96					Cambridge	664,171	657,300	150,000	94			9		97	Brooklyn Centr. & Jamaica:					
30 Nov. '63	0.74					Cliffondale	95,500	70,000	24,500	4,863						1st Mortgage	304,250	7	J. & D.	1870	
30 Nov. '63	8.27					Dorchester	166,672	121,600			8,408	7,438	7		65	Real Estate	22,900	7			
30 Nov. '63	1.45					Dorchester Extension	12,800	12,800		6,800	1,200	1,200	6		46	Brooklyn City	170,000	7	J. & J.	1872	
30 Nov. '63	1.41					Dorchester and Roxbury	18,742	12,000			1,200	1,200	6		91	Brooklyn City & Newtown:	106,000	7	J. & J.	1872	
30 Nov. '63	11.75		195	25		Lynn and Boston	151,396	150,000	50,000	23,230	88,686	0,510			25	1st Mortgage					
30 Nov. '63	3.41					Malden and Melrose	60,246	200,000	73,100	66,223						Cambridge:	150,000	6	J. & J.	1881	99
30 Nov. '63	2.97					Medford and Charlestown	34,000	22,000	12,000		2,040	2,040	6			River:					
30 Nov. '63	36.88		762	125		Metropolitan (Boston)	621,902	659,300		297,509	388,616	65,539	10		48	1st Mortgage	101,000	7	J. & J.	1874	
30 Nov. '63	7.50		216	41		Middlesex (Boston)	348,000	400,000		39,783	174,422	32,618	8		50	Citizens' [Pittsburg]	67,300	7	J. & J.	1870	
30 Nov. '63	0.69		63	9		Quincy	75,525	53,000	50,982	16,650	25,837	6,012				1st Mortgage	25,000	6	J. & J.	1871	
30 Nov. '63	5.32					Salem & South Duxbury	67,100	73,300		1,800	9,789	1,278			32	Cliffondale:					
30 Nov. '63	2.65					Somerville	60,000	60,000			2,500	2,500				1st Mortgage	23,000	6	J. & J.	1871	
30 Nov. '63	2.50					Stoneham street (Boston)	51,000	32,900			6,886	1,711	5			Coney Island and Brooklyn:	13,000	7	J. & J.	1873	
30 Nov. '63	7.70		311	50		Suffolk (Boston)	167,486	123,250	24,800	63,074	42,750	1,591				1st Mortgage					
30 Nov. '63	1.59					Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8			Delaware County:	6,500	7			
30 Nov. '63	3.21					West Cambridge	12,850	12,850		120	642	642	5		47	1st Mortgage					
30 Nov. '63	2.25					West Roxbury	40,568	40,400								Dorchester:	5,000	6			
30 Nov. '63	5.00					Winnimmet	62,152	62,200		4,798						Real Estate Mortgage	7,800	6	J. & J.		
30 Nov. '63	3.00					Worcester	59,000	59,000	20,000		6,202	542				Dorchester and Roxbury:					
CONNECTICUT.																					
31 Jan. '64	3.0	3.0	45	7		Fairhaven and Westville.	100,000	100,000					8			1st Mortgage					
31 Dec. '62	8.5		11	2		Hartford and Wethersfield.	300,000	300,000								Forty-second street:					
NEW YORK.																					
30 Sep. '63	10.76				28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110	1st Mortgage	127,150	7	J. & J.	1873	
30 Sep. '63	4.00	2.80			2	Brooklyn, Bath & Coney Is'd	106,125	61,025	44,500					100	89	Frankford and Southwark:					
30 Sep. '63	24.00		35	43		Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216			48	1st Mortgage	200,000	7	J. & J.	1860	107
30 Sep. '63	56.18	1.90	140	29		Brooklyn City	1,351,357	1,000,000	170,000		542,641	132,836	9	100	130						
30 Sep. '63	10.50	4.25	56			Brooklyn City and Newtown	284,766	346,000	166,000	11,700	61,453	7,881	3		58						
30 Sep. '63	10.00					Brooklyn City & Ridgewood	61,328	53,500								Germantown:	250,000	7	J. & J.	1869	
30 Sep. '63						Buffalo Street										Green and Coates St.:	98,000	7	J. & J.	1870	96
30 Sep. '63						Central City (Syracuse)										1st Mortgage					
30 Sep. '63	16.00	14.00	23	1		Central Pk. N. & E. Riv. (N. Y.)	994,655	445,073	550,000		19,791	7,008				Hestonville, Mantua & Fair-					
30 Sep. '63	17.50					Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286			100	60	mount:					
30 Sep. '63	6.00					East & North River (N. Y.)	650	650								1st Mortgage	40,000	7	J. & J.	1869	
30 Sep. '63	17.33				91	Elighth Avenue (N. Y.)	978,534	800,000		30,000	388,598	124,445	12	100		Hoboken and Weehawken:	60,000	7	M. & S.	1872	
30 Sep. '63	11.00	1.00	70			42d st. & Grand st. Ferry	726,361	600,000	127,100	4,000						1st Mortgage					
30 Sep. '63						Fourteenth Street (N. Y.)										Lynn and Boston:	50,000	6	M. & S.	71-72	100
30 Sep. '63						Grand St. & Newtown (Wg)							8			1st Mortgage [road]					
30 Sep. '63	4.52					Harlem Br. Morris & Fordm										Malden and Melrose:	75,000	6		1880	91
30 Sep. '63	4.63					Main & Ohio St. (Buffalo)										1st Mortgage guaranteed					
30 Sep. '63						Niagara Street (Buffalo)										Medford and Charlestown:	12,000	6			
30 Sep. '63	19.00		34			Ninth Avenue (N. Y.)	447,598	795,380	57,000		97,241	23,479	100			1st Mort. [Winter St. Br.]					
30 Sep. '63						N. Riv. & Wall st. Ferry (N. Y.)										Metropolitan:					
30 Sep. '63		11.00				Port Morris & Westchester	1,200	1,200								1st Mortgage	30,025	6			
30 Sep. '63	7.50	3.40	18			Rochester City & Brighton	81,500	66,000	6,000	7,636	8,977				60	Real Estate Mortgage					
30 Sep. '63	16.00					Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127			100	Middlesex:					
30 Sep. '63	8.37		40	25		Sixth Avenue (N. Y.)	1,161,893	750,000	15,000		412,900	99,227	10	100	115	Malden & Melrose bonds.	60,000	6		1870	
30 Sep. '63	16.50		117	8		Tenth Av. & 32d st. (N. Y.)										Real Estate	6,210				
30 Sep. '63						Third Avenue (N. Y.)	1,519,308	1,170,000	400,000		682,131	233,079	12	100	240	Ninth Avenue:					
30 Sep. '63		3.50				Troy and Lansingburg										1st Mortgage	57,000	7			
30 Sep. '63	2.00					Utica City	2,190	7,080			1,698	310				North Philadelphia:					
30 Sep. '63	1.60		3			V. Brunt & Erie Bas. (Buff)	62,000	600,000	6,000	5,150	4,582	752				1st Mortgage	100,000	7	J. & J.	1869	
NEW JERSEY.																					
31 Dec. '62	5.32		7			Hoboken and Hudson City	82,000	30,000		2,000						Orange and Newark:					
31 Dec. '62	5.05	2.50	8			Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,988	3			1st Mortgage Broad street.	100,000	7	J. & J.	1881	
31 Dec. '62	10.47					Jersey City & Bergen Point										O. & Newark	100,000	7	J. & J.	1880	
31 Dec. '62	17.00		150	22		Orange and Newark	411,000	211,000	200,000		71,050	19,183	50			2d Mortgage	100,000	7	J. & J.	1883	
31 Dec. '62	6.80		8			West Hoboken & Hoboken	100,000	40,000	60,000							Philadelphia City:					
PENNSYLVANIA.																					
31 Oct. '64	7.89	142	24	1		Chestnut & Walnut (Phila)	235,431	100,000	135,000		128,761	50,439	40	10	47	1st Mortgage	125,000	6	J. & J.	1879	91
31 Oct. '64	8.13	135	17	7		Citizens' (Pittsburg)	185,918	100,000	67,900	19,967	100,381	20,036	8			Philadelphia and Darby:					
31 Oct. '64	4.12	12	2			Delaware County	30,729	23,780	6,500	333	6,876	1,473				1st Mortgage	17,000	7	J. & J.	1870	
31 Oct. '64	4.38	119	20			Fairmount & Arch st. (Phila)	194,618	200,000		27,895	77,583	6,901	7	114		Philadelphia and Gray's					
31 Oct. '64	16.74	267	40			Frankford & Southw'k (Ph)	756,261	490,530	200,000												

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.				Market Price.	DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.				Market Price.
		Rate.	Periods.	WHEN DUE.					Rate.	Periods.	WHEN DUE.		
UNITED STATES LOANS.													
Loan of Jan. 28, 1847.....registered.....	\$9,415,250	6	Jan. & July.	1867	120		Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	71-76	1304	
Loan of March 31, 1848.....registered.....	3,908,342	6	" " "	1868	112		" " " " " " " " " " " "	600,000	6	" " " " " " " " " " " "	77-78	115	
Texas Indemnity, of Sep. 2, 1850.....coupon	2,052,000	5	" " "	1865	225		" " " " " " " " " " " "	500,000	5	May & Nov.	1863	119	
Loan of June 14, 1859.....registered.....	20,000,000	5	" " "	1874	101		" " " " " " " " " " " "	1,000,000	5	" " " " " " " " " " " "	1883	118	
Loan of June 22, 1860.....registered.....	7,022,000	5	" " "	1871	102		Michigan—Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	100	
Oregon War Debt of March, 1861.....coupon	1,016,000	5	" " "	1871	102		" " " " " " " " " " " "	100,000	6	" " " " " " " " " " " "	1879	100	
Loan of Feb. 3, 1861.....registered.....	15,415,000	6	Yearly.	1881	110		" " " " " " " " " " " "	577,000	7	" " " " " " " " " " " "	1880	100	
Loan of July 17, & Aug. 5, 1861.....registered	249,977,800	6	Jan. & July.	1881	110		Minnesota—State bonds.....coupon	250,000	8	Jan. & July.	1867	100	
Loan of Feb. 25, 1862 (5-20s).....registered	510,758,900	6	" " "	1881	105		" " " " " " " " " " " "	100,000	7	" " " " " " " " " " " "	1871	100	
Loan of March 3, 1864 (10-40s).....registered	81,630,000	5	May & Nov.	1882	105		" " " " " " " " " " " "	2,275,000	7	" " " " " " " " " " " "	1883	100	
Loan of March 3, 1864 (5-20s).....registered	40,000,000	5	Mar. & Sept.	1904	90		Mississippi—State bonds (Banks).....coupon	2,000,000	6	" " " " " " " " " " " "	1871	100	
Treasury Notes of July 17, 1861.....coupon	14,145,900	7.3	April & Oct.	1864	114		Missouri—Bank Stock Loan of 1857.....	63,000	5	Jan. & July.	1863	56	
Debt Certificates (of Mar. 3, 1864).....coupon	234,378,000	7.3	Feb. & Aug.	1867	114		" " " " " " " " " " " "	199,000	6	" " " " " " " " " " " "	1863	56	
One Year Treasury Notes (legal tender).....	48,588,000	5	At maturity.		98		" " " " " " " " " " " "	100,000	6	April & Oct.	1863	56	
Two Year Treasury Notes (coupon).....	61,188,710	5	" " "				" " " " " " " " " " " "	40,000	5	Jan. & July.	1863	56	
Three Year Compound Interest notes of '63	15,000,000	5	June & Dec.	1865			" " " " " " " " " " " "	200,000	6	Jan. & July.	1863	56	
" " " " " " " " " " " " " " " " " "	88,813,870	6	at maturity.	1866			" " " " " " " " " " " "	7,000,000	6	Jan. & July.	1863	56	
" " " " " " " " " " " " " " " " " "		6	" " "	1867			" " " " " " " " " " " "	4,500,000	6	Jan. & July.	1863	56	
STATE LOANS.													
Alabama—State bonds.....coupon	3,423,000	5	Jan. & July.	1877			" " " " " " " " " " " "	3,000,000	6	Jan. & July.	1863	56	
Arkansas—State bonds (R. R. Bk.).....coupon	399,000	6	No interest	1868			" " " " " " " " " " " "	500,000	6	Jan. & July.	1863	56	
" " " " " " " " " " " " " " " " " "	610,000	6	paid for	1868			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
California—Civil bonds of 1857.....coupon	3,727,500	7	many yrs	1868			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
" " " " " " " " " " " " " " " " " "	198,500	7	" " "	1868			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	1872			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Florida—State bonds.....coupon	143,000	6	" " "	1882			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Georgia—State bonds.....coupon	72,000	6	" " "	1882			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Illinois—New Int. Impr. stock.....inscribed	1,970,987	6	Jan. & July.	1870	101		" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
" " " " " " " " " " " " " " " " " "	1,322,035	6	" " "	1877	100		" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Indiana—State stock.....registered	2,058,173	5	Jan. & July.	1886	88		" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Iowa—State stocks.....coupon	230,000	7	Jan. & July.	1869			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Kansas—State bonds (sinking fund).....coupon	146,000	7	Jan. & July.	1876			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Kentucky—State bonds.....coupon	4,800,000	5	Jan. & July.	1865			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Louisiana—State bonds (R. R. etc.).....coupon	3,902,000	6	Jan. & July.	1876			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Maine—State bonds.....coupon	1,000,000	6	Jan. & July.	1876			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Maryland—State bonds (U.P. conv.).....coupon	200,376	5	Jan. & July.	1885			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Massachusetts—State bonds (Western R.R.).....stg.	3,996,555	6	Jan. & July.	1885			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Michigan—State bonds (R. R. Bk.).....coupon	399,000	6	Jan. & July.	1885			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Minnesota—State bonds (R. R. Bk.).....coupon	399,000	6	Jan. & July.	1885			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Mississippi—State bonds (R. R. Bk.).....coupon	399,000	6	Jan. & July.	1885			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Missouri—State bonds (R. R. Bk.).....coupon	399,000	6	Jan. & July.	1885			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Montana—State bonds (R. R. Bk.).....coupon	399,000	6	Jan. & July.	1885			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Nebraska—State bonds (R. R. Bk.).....coupon	399,000	6	Jan. & July.	1885			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Nevada—State bonds (R. R. Bk.).....coupon	399,000	6	Jan. & July.	1885			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
New Hampshire—State bonds (R. R. Bk.).....coupon	399,000	6	Jan. & July.	1885			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
New Jersey—State bonds (R. R. Bk.).....coupon	399,000	6	Jan. & July.	1885			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
New York—General Fd. Astor Debt.....	561,500	5	Jan. & July.	1875			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
North Carolina—State bonds.....coupon	9,129,505	6	Jan. & July.	1860			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Ohio—State bonds (foreign debt).....coupon	1,258,279	6	Jan. & July.	1860			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Oregon—State scrip.....	55,372	4	April & Oct.	1870			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Pennsylvania—State Stock Loans.....	10,780,095	5	Jan. & July.	1860			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Rhode Island—State bonds (war loan).....coupon	2,000,000	6	Jan. & July.	1860			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
South Carolina—State bonds (stg.).....coupon	1,708,017	5	Jan. & July.	1860			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Tennessee—State bonds (banks).....coupon	1,125,000	6	Jan. & July.	1860			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Texas—Had no debt in 1861.....	175,000	6	Jan. & July.	1860			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Vermont—Inscribed certificates.....	68,000	6	Jan. & July.	1860			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Virginia—Inscribed certificates (civil).....	404,000	6	Jan. & July.	1860			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
West Virginia—No information.....	100,000	6	Jan. & July.	1860			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	
Wisconsin—State bonds (civil).....coupon	200,000	6	Jan. & July.	1860			" " " " " " " " " " " "	1,000,000	6	Jan. & July.	1863	56	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1890	55,754	55,123	74,090	85,985	86,211	75,420	61,453	108,685	94,928	107,758	78,781	64,837	938,641
1891	81,581	75,621	78,361	85,363	75,260	65,751	78,474	139,897	141,174	122,487	104,264	80,396	1,098,464
1892	93,591	93,591	110,935	72,199	81,594	90,625	96,006	128,191	132,639	119,409	115,201	111,965	1,225,001
1893	109,850	101,865	104,872	122,084	182,501	145,542	149,137	157,948	170,044	170,010	166,809	168,294	1,673,708
1894	100,991	154,418	195,803	162,733	178,786	206,090	224,257	312,165	354,554	320,879	307,808	262,016	2,770,484
1895	261,903	252,633											
Chicago and Rock Island:													
1890	72,834	66,703	77,405	89,170	104,272	100,403	82,895	139,049	134,500	145,339	92,373	76,457	1,181,003
1891	83,030	63,975	77,007	76,009	102,165	90,621	85,410	130,542	164,094	152,537	123,319	118,763	1,281,060
1892	120,776	90,607	76,076	76,459	102,353	135,274	119,947	117,086	146,268	161,558	135,795	136,595	1,423,439
1893	130,225	130,225	122,512	126,798	144,998	170,837	139,142	160,306	210,729	216,080	196,436	201,184	1,969,267
1894	158,735	175,432	243,160	176,398	188,585	205,396	195,103	271,141	331,494	312,049	319,816	303,187	2,855,425
1895	233,535	236,949											
Chicago and Northwestern:													
1890	46,605	49,103	69,249	54,725	84,705	104,515	95,340	71,306	104,094	124,787	108,958	90,991	994,677
1891	69,691	51,160	92,483	105,460	107,896	124,293	115,861	106,491	172,072	210,476	163,388	163,623	1,488,197
1892	98,123	111,495	157,962	174,589	185,629								
Cleveland and Toledo:													
1890	78,170	67,210	83,260	76,032	65,907	55,085	50,589	66,573	84,003	94,406	82,467	82,400	839,499
1891	85,239	79,913	85,063	80,524	65,502	63,137	62,269	80,285	84,640	98,523	83,401	105,253	965,069
1892	106,283	85,463	105,175	87,915	69,715	64,910	71,716	75,588	102,176	112,507	117,234	104,876	1,107,644
1893	145,916	145,839	165,780	121,278	105,607	99,669	90,832	96,124	130,551	160,297	143,886	156,020	1,579,609
1894	154,068	176,105	203,329	155,077	125,900	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
Erie:													
1890	304,703	319,593	372,296	380,343	349,953	330,657	261,819	359,114	455,235	465,959	536,008	414,764	4,651,049
1891	354,000	345,000	435,311	457,161	398,409	398,409	319,955	477,643	600,124	587,242	561,448	414,723	5,236,424
1892	404,507	391,932	458,560	447,174	506,610	430,063	372,705	419,010	615,948	719,584	734,108	714,211	6,214,132
1893	699,097	601,596	686,005	626,070	687,416	628,842	595,024	616,962	756,421	885,136	903,869	840,834	8,400,834
1894	846,095	839,949	956,445	848,059	848,783	770,149	731,243	687,092	816,801	965,294	1,024,649	1,035,821	10,469,821
1895	954,837	984,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,201,005	1,222,568	1,224,909	1,354,217	12,429,643
1896	903,341	896,039											
Galena and Chicago:													
1890	97,253	76,859	101,900	103,795	165,707	162,823	145,389	150,359	200,276	221,226	172,700	122,309	1,720,896
1891	109,897	106,424	74,546	90,180	158,194	225,049	190,456	129,019	188,370	203,575	168,580	145,632	1,777,541
1892	121,161	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1893	143,906	169,677	177,261	196,872	220,825								
Hudson River:													
1890	192,161	190,589	175,773	121,123	141,289	115,444	125,308	155,164	156,978	170,157	167,443	232,033	1,833,434
1891	212,714	209,422	161,047	134,606	150,281	129,906	140,880	167,220	180,000	193,951	169,549	220,870	2,075,822
1892	225,167	205,245	167,560	139,761	150,803	122,683	141,804	185,299	146,424	173,261	197,762	246,288	2,023,587
1893	207,330	281,568	308,963	292,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	263,671	2,922,979
1894	458,953	425,047	366,802	270,876	244,771	202,392	190,384	219,561	268,100	302,174	295,760	484,550	3,720,140
1895	501,231	472,240	356,626	278,540	281,759	253,049	273,728	306,596	361,800	340,900			
Illinois Central:													
1890	182,936	134,311	154,690	153,644	144,894	149,592	139,102	151,612	246,829	245,392	250,742	192,322	2,128,066
1891	185,257	185,926	209,994	188,758	219,890	188,080	192,931	248,971	259,643	321,059	243,183	225,196	2,684,848
1892	221,844	279,268	229,334	192,064	196,433	177,829	189,230	268,983	289,892	284,020	243,249	224,401	2,999,612
1893	190,130	236,687	181,084	191,643	206,346	269,282	261,079	352,786	414,543	410,336	372,538	359,465	3,445,827
1894	299,944	271,085	275,943	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,023
1895	327,900	410,593	445,320	421,457	414,731	497,223	404,197	585,434	767,363	664,299	617,711		
1896	546,410	522,555											
Marietta and Cincinnati:													
1890	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	61,329	55,257	48,544	612,218
1891	38,303	53,773	60,540	64,306	35,326	40,706	58,704	52,964	77,112	83,059	76,764	68,863	710,228
1892	55,540	77,874	90,755	73,215	83,964	76,055	89,833	94,375	96,062	90,576	97,047	92,772	1,017,768
1893	98,112	86,626											
Milwaukee and Prairie du Chien:													
1890	37,520	32,301	39,501	45,311	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	709,841
1891	64,245	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1892	85,903	62,907	47,010	61,759	130,215	144,916	108,721	76,163	109,061	144,369	122,272	61,836	1,168,734
1893	97,131	76,132	44,925	88,177	106,997	111,261	71,587	69,362	156,417	205,064	138,342	112,913	1,247,265
1894	102,743	115,135	89,222	140,417	186,747	212,226	139,547	113,393	168,213	178,626	157,099	121,113	1,723,331
1895	98,183	74,283											
Michigan Southern & Northern Indiana:													
1890	104,245	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1891	131,467	119,833	106,454	176,842	175,481	134,688	127,273	198,821	233,851	273,722	230,492	134,972	2,068,896
1892	140,925	116,933	153,170	186,951	170,262	161,391	126,558	178,773	235,690	276,181	231,295	189,077	2,189,077
1893	163,152	153,728	167,500	193,120	200,826	181,983	180,915	226,819	276,109	305,284	279,589	264,733	2,647,833
1894	245,784	230,509	567,227	268,613	264,935	241,286	189,145	235,012	308,106	375,567	332,260	343,043	3,302,641
1895	250,600	304,445	333,058	327,308	264,818	311,717	279,129	355,264	393,330	404,563	444,522	398,061	4,077,744
1896	356,784	299,890											
Michigan Central:													
1890	101,386	102,959	151,804	143,143	127,145	119,770	108,308	150,366	210,537	220,077	181,617	132,949	1,756,416
1891	110,712	107,749	160,311	158,510	123,085	128,398	198,540	251,423	300,474	300,474	190,182	129,022	2,025,142
1892	142,324	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,814
1893	150,658	150,658	151,092	175,096	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1894	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,156	3,168,065
1895	252,435	278,848	348,302	333,276	271,553	265,780	263,244	246,761	408,445	408,868	405,510	376,470	3,969,010
1896	306,324	279,137											
New York Central:													
1890	380,349	370,544	509,211	478,563	409,623	447,813	504,217	591,920	743,599	709,871	637,792	520,396	6,303,703
1891	387,123	402,530	561,078	585,141	551,700	495,943	544,494	692,382	888,985	811,458	730,730	528,047	7,154,622
1892	439,055	420,798	627,051	639,688	677,073	558,743	523,138	662,076	696,175	927,036	952,960	872,965	7,906,783

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Rock Island:						
Mortgage	\$300,000	7			1862		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Northwestern:						
Alabama and Tenn. Rivers:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	99
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		General 1st Mortgage	3,600,000	7	" "	" "	1885	74
2d Mortgage	225,706	8			1864		Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	87
Albany, Vt. and Canada:							2d Mortgage	2,000,000	6	" "	" "	1890	96
1st Mortgage	600,000	7	March & Sept.	New York.	1867		Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99
Atlantic and Gt. Western (N.Y.):							Green Bay Extension Bonds	300,000	7	" "	" "	1885	98
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879		Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
2d Mortgage	508,500	7	" "	" "	1881		Cincinnati, Hamilton and Dayton:						
Atlantic and Gt. Western (Pa.):							1st Mortgage	354,000	7	Jan. & July.	New York.	1867	110
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70	2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
2d Mortgage	956,000	7	" "	" "	1882		Cincinnati, and Zanesville:						
Eastern Coal Fields Branch	400,000	7	" "	" "	1882		1st Mortgage	1,300,000	7	May & Nov.	New York.	1883	
Atlantic and Great Western (O.):													
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	87							
2d Mortgage		7	Jan. & July.	" "	1883	98							
Atlantic and St. Lawrence:													
Dollar Bonds (Coupon)	983,000	6	April & Oct.	Portland.	1866	92	Cleveland and Mahoning:						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	1st Mortgage	1850,000	7	Feb. & Aug.	New York.	1878	101
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'69-'70		2d Mortgage	244,200	7	March & Sept.	" "	1864	110
Baltimore and Ohio:							3d Mortgage	688,200	8	" "	" "	1876	
Maryland Sterling Bds of 1833.	3,000,000	5	Jan. Ap. Ju. Oc.	London.	1833		Clev. Painesville and Ashtabula:						
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	97	1st Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
" " " 1850.	700,000	6	Jan. & July.	" "	1880	97	Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
" " " 1855.	1,123,500	6	Jan. & July.	" "	1875	97	Dividend Mortgage	900,000	7	" "	" "	1880	
" " " 1834.	1,000,000	6	Jan. Ap. Ju. Oc.	" "	1867	100	Cleveland and Pittsburg:						
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	" "	1890	100	1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
Bellefontaine and Indiana:							2d Mort. (M. L.) or 1st Extension	1,180,000	7	March & Sept.	" "	1875	100
1st Mortgage convertible	701,000	7	Jan. & July.	New York.	1866	101	3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	92
2d Mortgage	130,000	7	" "	" "	1870		4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	77
Belvidere Delaware:							River Line bonds	20,000	7	" "	" "	1887	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95	Clev., Columbus and Cin.						
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95	1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
3d Mortgage (do.)	889,500	6	Feb. & Aug.	" "	1877		Cleveland and Toledo:						
Boston Concord and Montreal:							Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102	Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101
2d Mortgage	200,000	7	" "	New York.	1865	100	Tol., Nor. and Cleve. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	76
3d Mortgage	100,000	6	Jan. & July.	Boston.	1870		C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100	C. and T. Income (convertible)	119,000	7	Jan. & July.	" "	1864	
Sinking Fund	200,000	6	" "	Boston.	1889	100	C. and T. Income (convertible)	167,000	7	" "	" "	1864	
Boston and Lowell:							C. and T. Dividend (convert.)	123,580	7	April & Oct.	New York.	1865	70
Mortgage	440,000	6	Jan. & July.	Boston.	1873	101	C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
Buffalo, New York and Erie:							C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	97
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	98	Columbus and Xenia:						
2d Mortgage coupon	428,714	7	May & Nov.	" "	1872	103	Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Buffalo and State Line:							Connecticut River:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	Mortgage	250,000	6	March & Sept.	Boston.	1878	103
Income in '99, '12	200,000	7	Jan. & July.	" "	var.		Connecticut and Passump. Rivers:						
Unsecured	200,000	7	" "	" "	1864		1st Mortgage	800,000	6	June & Dec.	Boston.	1876	96
Special Erie and North-East	149,000	7	" "	" "	'61-'70		Cumberland Valley:						
Burlington and Missouri:							1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.			2d Mortgage	109,500	8	" "	" "	1904	
Calo and Fulton (Mo.):							Dayton and Michigan:						
State (Mo.) Loan	650,000	6			'78-'79		1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
Camden and Amboy:							2d Mortgage	2,005,000	8	" "	" "	1881	103
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880		Dayton and Western:						
Converted Sterling Loan	798,200	5	" "	" "	1863		1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
American Loan	762,000	6	" "	New York.	1864		2d Mortgage	250,000	7	June & Dec.	" "		40
Loan for \$500,000	500,000	6	" "	" "	1867	100	Delaware:						
" " \$800,000	790,600	6	" "	" "	1870	100	1st Mortgage guar. by P. W. &						
" " \$875,000	675,000	6	" "	" "	1875	99	Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
" " \$1,700,000	1,700,000	6	" "	" "	1883	90	Guaranteed	100,000	6	" "	" "	1875	105
" " \$2,500,000	867,000	6	" "	" "	1889	99	State Loan	170,000	6	" "	" "	1876	
Consolid. Mort. Loan \$5,000,000							Delaware, Lackawanna and W'n:						
Camden and Atlantic:							1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872		1st Mortgage (E. Extension)	1,490,000	7	" "	" "	1875	100
Catawba:							2d Mortgage	2,515,500	7	March & Sept.	" "	1881	106
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882		Detroit and Milwaukee:						
Cayuga and Susquehanna:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	80
1st Mortgage	300,000	7	Jan. & July.	New York.	1866		2d Mortgage	1,000,000	8	" "	" "	1866	
Central of New Jersey:							3d Mortgage (convertible)	750,000	10	" "	" "	1863	
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	105	4th Mortgage (G. W. R. R.)	500,000	8	" "	" "		
2d Mortgage	600,000	7	May & Nov.	" "	1875	110	Dubuque and Sioux City:						
Central Ohio:							1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1861	106	Dubuque Western:						
2d Mortgage E. Div.	800,000	7	Feb. & Aug.	" "	1864	94	1st Mortgage	344,000	†	" "	" "		
3d Mortgage	800,000	7	June & Dec.	New York.	1865	101	Eastern (Mass.):						
4th Mortgage (S. F.)	950,000	7	" "	" "	1885	85	Income (due \$75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	
5th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50	2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1874	100
Charleston and Savannah:							3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	'65-'71	60
1st Mortgage (endorsed)	510,000	6					1st M. (State) \$75,000 a yr after '64	500,000	5	Jan. Ap. Ju. Oc.	" "		
2d Mortgage	1,000,000	7					East Tennessee and Georgia:						
Cheshire:							State, 1st Mortgage	970,000					
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92	Endorsed by State of Tennessee	150,000					
Chicago, Burlington & Quincy:							Mortgage (ordinary)	790,688					
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	100	East Tennessee and Virginia:						
" " " " " " " "	3168,000	8	" "	" "	1883		State, 1st Lien	1,002,000					
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890		Endorsed by State of Tennessee	200,000					
2d Mortgage, inconvertible	940,500	4	July	Frankfort, O.	1890		1st Mortgage (after State)	100,000					
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867		Redeemable in Stock	66,950					
Central Military Trust, 2d Mort.	68,000	8	May & Nov.	" "	1868		Eaton and Hamilton:						
" " " " " " " "	65,000	8	March & Sept.	" "	1876		1st Mortgage	757,734	†	" "	" "	var.	
Chicago and Alton:							Erie and North-East:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	99	Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
2d Mortgage	554,000	7	April & Oct.	" "	1877	100	Florida:						
Income Bonds	1,100,000	7	May & Nov.	" "	1882	94	Internal Improvement (State)	1,655,000	7	" "	" "	1891	
Chicago and Milwaukee:							Free Land, 2d Mortgage	1,500,000	8	" "	" "	1891	
1st General Mort.		7	Jan. & July.	New York.	1893		Florida and Alabama:						
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874		Internal Improvement (State)		7	" "	" "	1891	
1st " " (M. & C.)		8	Jan. & July.	" "	18		Free Land, 2d Mortgage		8	" "	" "	1891	
2d " " " "		8	" "	" "	18		Florida, Atlantic and Gulf Centr.:						
Chicago and Great Eastern:							Internal Improvement (State)	300,000	7	" "	" "	1891	
1 Mortgage	2,000,000	7	Apr. & Oct.	" "	1894		Free Land, 2d Mortgage	200,000	8	" "	" "	1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. S. F., Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.				Description.	Amount.	Interest.	Interest.			
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.
Galena and Chicago Union:							Memphis and Ohio:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	95	State (Tenn.) Loan	\$1,340,000	6				
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	"	1875	100	Michigan Central:						
Elgin and State Line	189,000		Jan. & July.	"	1879		1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	95
Great Western, Ill.:							1st Mortgage 8 1/2 (convertible)	500,000	8	March & Sept.	"	1860	94
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1898	106	1st Mortgage (convert.) Dollar	2,230,500	8	"	N.Y. & Boston	1860	110
" Eastern	1,350,000	7	Feb. & Aug.	"	1885	102 1/2	1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	"	1882	114
Hannibal and St. Joseph:							1st Mortgage (S. F.), convertible	4,328,000	8	"	"	1882	114
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	73-87	70	Mich. Southern and N. Indiana:						
Land Security	3,244,600	7	April & Oct.	"	1881	93	Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Convertible Bonds	822,000	7	Jan. & July.	"	1883	100	Northern Indiana, 1st	21,000	7	Feb. & Aug.	"	1861	107
Harrisburg and Lancaster:							Erie and Kalamazoo	41,000	7	March & Sept.	"	1862	
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100	Northern Indiana, conv.	10,000	7	Feb. & Aug.	"	1863	81
Hartford and New Haven:							Jackson Branch	77,000	7	"	"	1865	88
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Goshen Air Line	693,000	7	"	"	1868	100
Houston:							Detroit and Toledo	734,000	7	"	"	1876	96
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877		1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	"	1885	103
Houston and Texas Central:							2d General Mortgage	2,194,500	7	"	"	1877	92
State (1st Lien) Loan	210,000						Milwaukee and Beloit:						
Mortgage	125,000	7			1866		1st Mortgage	630,000	8				
Hudson River:							Milwaukee and Horicon:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	69-70	102	1st Mortgage	420,000	8				
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	107	2d Mortgage	600,000	8				
2d Mortgage	1,840,000	7	May & Nov.	"	1875	104	Milwaukee and Prairie du Chien:						
Convertible	1,002,000	7	"	"	1867	98	1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	100
Illinois Central:							Minnesota and Pacific:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868		Real Estate	1,200,000	7	Jan. & July.		1892	
Construction	11,432,500	7	April & Oct.	London.	1875		Mississippi Central:						
Construction	2,896,500	6	"	New York.	1875	110	1st Mortgage	1,007,363	7				
Right per cent. bonds	287,000	8	March & Sept.	"	1865		Mississippi Central and Tenn.:						
Indiana Central:							State (Tenn.) Loan	529,000	6				
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		Mississippi and Missouri:						
2d Mortgage	364,000	10	"	"	1868	118	1st Mortgage (convertible)	1,000,000	7		New York.		
Income	20,500						2d Mortgage (S. F.)	400,000	8		"		
Indianapolis and Cincinnati:							Oakalosa Division	500,000	7	Jan. & July.	"	1875	18 1/2
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106	1st Land Grant	2,740,000	7	"	"		50
2d Mortgage	400,000	7	"	"	1862	100	2d Land Grant	650,000		"	"		
Real Estate Mortgage	200,000	7	"	"	1863	68	Income bonds	511,000					
Ind. Pittsburg and Cleveland:							Mississippi and Tennessee:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Tennessee State Loan	98,000	6			1865	
2d Mortgage	347,000	7	"	"			Mississippi State Loan	202,799	6				
Indianapolis and Madison:							1st Mortgage	171,000	7			1876	
Mortgage	640,000	7	May & Nov.	New York.	1881	100	Mobile and Ohio:						
Jeffersonville:							City (Mobile) Tax Loan	400,000	6				
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75	Tennessee State Loan	674,860	6				
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Alabama State Loan	389,410	6				
Kennebec and Portland:							Income	1,508,070	8	Jan. & July.	New York.	61-67	
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870		Sterling	878,035	6			1883	
2d Mortgage	230,000	6 1/2	"	Augusta.	1861		Mississippi State Loan	200,970	6				
3d Mortgage	250,000	6 1/2	"	"	1862		Montgomery and West Point:						
Kentucky Centr. (Cov. and Lex.)							Alabama State Loan	122,622					
1st Mortgage	160,000	6					Mortgage (due 1860, '63 and '65)	350,000	6			var.	
1st Mortgage	280,000	7					Mortgage	450,000	8			1866	
2d Mortgage (convertible)	1,000,000	7					Muscogee:						
3d Mortgage	600,000	7					1st Mortgage	249,000	7				
Guaranteed by Covington	200,000	6					Nashville and Chattanooga:						
Cincinnati (exchanged)	100,000	6					Mortgage (State endorsed)	1,500,000					
Keokuk, Ft. D. Moines and Minn.:							Chat. and Oliv. Subao. (endors.)	231,000					
City of Keokuk, 20 years	400,000	8 1/2					New Albany and Salem:						
City of Keokuk, (special tax)	150,000	10 1/2					Crawfordsville	175,000	7				
Keokuk, Mt. Pleasant and Muscat.:							1st Mortgage	600,000	10				
Lee County	150,000	8					1st Mortgage	2,235,000	6				
City of Keokuk	200,000	8					N. Hav., N. Lond. and Stonington:						
La Crosse, Viroqua & Mineral Pt.:							Mortgage	450,000	7	March & Sept.	New Haven.	1861	
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883		2d Mortgage	200,000	6	Jan. & July.	"	1863	96
Lehigh Valley:							Extension	116,000	6	May & Nov.	"	1873	
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	95	New Haven and Northampton:						
La Crosse and Milwaukee:							1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.			1st Mortgage (H & Hamp.)	103,000	6				
2d Mortgage (Eastern Div.)	1,000,000	7					New Jersey:						
1st Land Grant (Western Div.)	4,000,000	7	Jan. & July.	New York.			Company's (various)	642,500		Semi-annually.	New York.	var.	102
2d Land Grant (Western Div.)	353,800	7	"	"			New London Northern:						
3d Mortgage (whole road)	1,700,000	7	"	"			1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
Unsecured Bonds	1,785,000	7					N. Orlna. Jackson and Gt. North:						
Lexington and Frankfort:							State (Miss.) Loan	255,000	6			62-76	
Mortgage, due 1864, '69 and '74	106,000	6			Lexington.	64-74	1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1864	
Little Miami:							N. Orlna. Opelousa and Gt. West:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100	Louisiana State Loan	641,000	6				
Long Island:							New Orleans City Subscription	1,500,000	5				
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876		1st Mortgage (S. F.)	560,000	8			1869	
2d Mortgage	600,000	6	Jan. & July.	New York.	1870	99	New York Central:						
Extension Bonds	175,000	7	May & Nov.	"	1890	110	Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	99 1/2
Long Dock Co.:							D'ts of former Co's outst'ding	224,920					
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110	Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	"	1876	100
Louisville and Frankfort:							Exchanged S'ks (S. F.) B'ds	663,000	6	May & Nov.	"	1883	100
Louisville Loan	100,000		Jan. & July.	New York.	1881		" " " " B. & N. F.	78,000	6	"	"	1884	
1st Mortgage	201,000		"	"	63-78		Real Estate (S. F.) Bonds	165,000	6	"	"	1883	100
Louisville and Nashville:							Real Estate Bonds & Mortgages	190,273	7	var.	"	var.	
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	78-92		" " " " "	45,550	6	"	"	1883	100
1st Mortgage	1,804,000	7	Feb. & Aug.	"	1883		Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	"	1876	111
Lebanon Branch 1st Mortgage	41,000	7	"	"	var.		Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec.	"	1887	108 1/2
Memphis Branch 1st Mortgage	300,000	7	"	"	var.		New York and Erie:						
McMinnville and Manchester:							1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100
State (Tenn.)	372,000	6					2d Mortgage	4,000,000	7	March & Sept.	"	1879	100
Mortgage	24,000	7					3d Mortgage	6,000,000	7	"	"	1883	102
Mortgage	10,000	6					4th Mortgage	3,634,000	7	April & Oct.	"	1880	96
Marietta and Cincinnati:							5th Mortgage	1,002,500	7	June & Dec.	"	1888	100
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	80	Buffalo Branch	186,400	7	Jan. & July.	"	1891	102
1st Mortgage sterling	1,000,000	7	"	"	1891		New York and Harlem:						
Memphis and Charleston:							1st Mortgage	3,000,000	7	May & Nov.	New York.	1878	100
State Tenn. Loan	1,100,000	6			1880		Consolidated	1,000,000	7	Feb. & Aug.	"	1890	100
1st Mortgage	1,600,000	7					3d Mortgage	980,300	7	Jan. & July.	"	1897	97
Memphis, Clarksv. and Louisv.:							New York and New Haven:						
State (Tenn.) Loan	910,000	6					Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1896	107 1/2
							Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	

AMERICAN RAILROAD BOND LIST.

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Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable	Where payable						When payable	Where payable		
N. York, Providence and Boston:							Rock and Mississippi:						
1st Mortgage	\$232,000	6	Feb. & Aug.	New York.	73-78		1st Mortgage (Eastern Division)	\$680,000	8		New York.	1875	38
North Carolina:							1st Mortgage (West'n Division)	757,000	8		"	1875	38
State Loan	3,000,000	6					Raleigh and Gaston:						
North-Eastern (S. C.):							Coupon	100,000				1862	
1st Mortgage	700,000						Richmond and Danville:						
2d Mortgage	234,500						State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Northern Central:							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
Balt. and Susq. R. R. (Coupons)	150,000	6	Jan. Ap. Ju. Oc.	Baltimore.	1866		Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	
Md. State Loan (irredeemable)	1,500,000	6	"	"	1870	102	Richmond, Fred. and Potomac:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1871		Sterling (\$267,000)	324,000	6			1890	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Richmond and Petersburg:						
Y. and C. guar. by Balt. 3d Mort.	600,000	6	"	"	1877	102 1/2	Coupon	150,000				1875	
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	80	Rutland and Burlington:						
Debt to city of Baltimore	850,000						1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	60
Northern (Ogdensburg):							2d Mortgage	987,500	7	"	"	1868	23 1/2
1st Mortgage	1,500,000	7	April & Oct.	New York.	1869	90	3d Mortgage	440,000	7	"	"	1868	
2d Mortgage	3,077,000	7 1/2	"	"	1861	20	Sacramento Valley:						
North Missouri:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
State Loan (30 years)	4,850,000	6	Jan. & July.	New York.	72-87	98	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
North Pennsylvania:							Sandusky, Dayton and Cincinnati:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	8 1/2	1st Mortgage	812,000	7	Feb. & Aug.		1890	
Chattel Mortgage	360,000	10	"	"	1887	112	2d Mortgage	185,000	7	"		1886	
Northern (N. H.):							3d Mortgage	315,500	7	"		1876	
Bonds due 1864 and 1874	230,700	6	April & Oct.	Boston.	64-74	100 1/2	Six per cents	115,225	6	"		1878	
Norwich and Worcester:							Sandusky, Mansfield and Newark:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Bonds for Dividend Serp.	100,000	7	"	New York.	64-74		Saratoga and Whitehall:						
Steamboat Bonds	200,000	7	Feb. & Aug.	"	63-70		1st Mortgage	250,000	7 1/2	April & Oct.	New York.	1868	
Ohio and Mississippi (O. and Ind.):							1st Mortgage (R. and W. Br.)	100,000	7 1/2	March & Sept.	"	1866	
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96	Seaboard and Roanoke:						
2d Mortgage	258,000	7	April & Oct.	"	1880		1st Mortgage	300,000	7			1880	
Construction	4,242,000	7	March & Sept.	"	1876	17	2d Mortgage	75,000	7			1870	
Income	3,220,000	7	May & Nov.	"	1881		South Carolina:						
Orange and Alexandria:							State Loan	187,000	6			1868	
1st Mortgage	400,000	6	May & Nov.	New York.	1866		Sterling	188,333	6			1868	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		Sterling	2,000,000	6		London.	1866	
2d Extension	600,000	8	May & Nov.	"	1873		Southern Mississippi:						
Pacific (Mo.):							1st Mortgage	500,000					
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	71-87	65	South-Western (Ga.):						
State Loan (S. W. Branch)	1,238,000	6	"	"	87-89		1st Mortgage	631,000				1875	
Construction	3,238,000	7	"	"	87-89	55	*Springfield, Mt. Vern. and Pittsb.:						
Panama:							1st Mortgage	500,000					
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100	2d Mortgage	450,000					
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		*Stuebny and Ind. (P. O. and O.):						
Pennsylvania:							1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102	2d Mortgage	900,000	7	"	"	1865	
2d Mortgage	2,621,000	6	April & Oct.	"	1875	100	St. Louis and Iron Mountain:						
2d Mortgage Sterling	2,283,940	6	"	London.	1875		State (Mo.) Aid	3,501,000	6		New York.	90	
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105	St. Louis City Subscription	500,000					
Penobscot and Kennebec:							St. Louis County Subscription	1,000,000					
Bangor City 1st Mortg. (Coupon)	730,000	6	April & Oct.	Boston.	74-75		Sunbury and Erie:						
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1875		1st Mort. (Sunbury to W'map't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
3d Mortgage (Coupon)	156,000	6	March & Sept.	"	1871		Mortgage (half to State)	7,000,000	5	Jan. & July.	"	75-78	
Peoria and Ogawka:							Syracuse, Binghamton and N. Y.:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1875	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873		St. Louis, Alton & Terre Haute:						
Petersburg and Lynchburg (S. Side):							1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
State (Va.) Loan (S. F.)	800,000	7					(series B)	1,100,000	7	April & Oct.	"	1894	
1st Mortgage (1859-70-75)	365,000	6					2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	70
2d Mortgage (1862-70-75)	375,000	6					" " (series D)	1,400,000	7	May & Nov.	"	1894	
Special Mortgage (1865-75)	175,000	6					" " Income (series E)	1,700,000	7	"	"	1894	75
Last Mortgage (1861 to 1869)	133,500	8					Tennessee and Alabama:						
Phila. German'n and Norris'n:							State (Tenn.) Loan	814,000					
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	Terre Haute and Richmond:						
Convertible Loan	292,500	6	"	"	1865	119	1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1866	
Philadelphia and Reading:							Toledo and Wabash:						
Bonds of 1836 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		1st M. (Toledo and Wabash)	800,000	7	Feb. & Aug.	New York.	1865	94 1/2
" 1836	152,400	5	"	"	1868	103	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	
" 1845	2,950,000	6	April & Oct.	"	1870	98	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1873	80
" 1845	110,000	6	Jan. & July.	"	1871	100	2d M. (Wabash and Western)	1,500,000	7	"	"	1873	
" 1845	1,531,800	6	"	"	1880	98 1/2	Interest Bonds	151,830				88	
" 1844	810,000	6	"	"	1880	98 1/2	*Vermont Central:						
" 1845	101,000	6	"	"	1880	98 1/2	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	69
" 1845	67,000	6	"	"	1880	98 1/2	2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	20
" 1849 (convertible)	2,480,500	7	"	"	1888	114	Virginia Central:						
" 1856	1,442,000	7	"	"	1888	133	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Phila. Wilmington and Baltimore:							Mortgage (coupons)	198,000	5	"	Richm'd &	1872	
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	132 1/2	Mortgage (coupons)	926,000	5	"	New York.	1884	
Improvement	14,500	6	May & Nov.	Boston.	1863		Virginia and Tennessee:						
Pittsburg and Connellsville:							State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889		1st Mortgage	500,000	6	"	New York.	1884	20
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101 1/2	2d or Enlarged Mortgage	1,000,000	6	"	"	var.	
" (series B)	875,000	7	Feb. & Aug.	"	1912		Salt Works Br. Mort. due '58-'61	203,000	6	"	Lynchburg.		
" (series C)	875,000	7	Mar. & Sept.	"	1912		Warren (N. J.):						
" (series D)	875,000	7	April & Oct.	"	1912		1st Mortgage	563,500	7	Feb. & Aug.	New York.	1875	
" (series E)	875,000	7	May & Nov.	"	1912		Warwick Valley, N. Y.:						
" (series F)	875,000	7	Jun. & Dec.	"	1912		1st Mortgage	60,000	7	April & Oct.	New York.	1880	87 1/2
" (series G)	860,000	7	Jan. & July.	"	1912	98	" Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
" (series H)	860,000	7	Feb. & Aug.	"	1912		Watertown and Rome:						
" (series I)	860,000	7	Mar. & Sept.	"	1912		Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107 1/2
" (series J)	860,000	7	April & Oct.	"	1912		Western (Mass.):						
" (series K)	860,000	7	May & Nov.	"	1912		Sterling (\$299,900)	4,319,520	5	April & Oct.	London.	63-71	
" (series L)	860,000	7	June & Dec.	"	1912		Dollar Bonds	850,000	6	"	Boston.	1875	101 1/2
" (series M)	860,000	7	"	"	1912		Albany City Bonds	1,000,000	6	Jan. & July.	"	66-76	100
3d	2,000,000	7	April	"	1912	89	Hudson and Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Ridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876		Elmira and Williamsport:						
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
"	89,420	8	May & Nov.	"	1866		Wilmington and Manchester:						
Pittsburg and Steubenville:							1st Mortgage	596,000	7	May & Nov.	New York.	1866	69 1/2
Mortgage	800,000	7	Feb. & Aug.	New York.	1865		2d Mortgage	200,000	7	"	"	1872	
Potomac and Westtown:							Wilmington and Weldon:						
Mortgage	1,000,000	7	June & Dec.	New York.	64-74		Mortgage payable in England	443,555	6	Jan. & July.	London.	1863	
Quincy and Chicago:							Sterling, issued in 1858	144,500	6	"	"	1863	
1st Mortgage	1,200,000				1875		Company's endorsed by State	150,000	6	"	"	1875	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.							Earnings.					
	Main Line.	Lateral and Branch Lines.	2nd Trunk and Branch Lines.	Road in progress or projected.	Engines.	Passenger.	Freight, etc.		Property and Assets.			Liabilities.			Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Price of	
									Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.				Gross.	Net.		Dividends.
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.		
ALABAMA.																					
30 Jun. '00	65.0			50.6			Alabama and Florida	1,451,386	*		877,953	508,500	105,255	1,515,704	54.0		101,102	37,866			
28 Feb. '59	30.3			58.1	2	19	Alabama and Mississippi	461,505	30,991		335,010	109,500	21,637	618,968	30.3		55,791	31,852			
31 May '60	109.6			57.8	11	102	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6		207,626	111,232			
30 Jun. '59	57.0			171.3			Mobile and Girard	1,500,000							57.0	236,791	76,773	21,006			
1 May, '61	469.3	13.5		49.4	40	28	602	Mobile and Ohio	12,000,000							1,402,558	696,370				
29 Feb. '00	58.5	28.4		23	14	233	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9		506,156	230,269	6		
ARKANSAS.																					
1 Nov. '55	38.5			107.5			Memphis and Little Rock	553,877	*		351,524	446,000	10,725	811,949							
CALIFORNIA.																					
30 Dec. '60	22.5						Sacramento Valley	1,493,850	*		793,950	700,000		1,493,850	22.5		230,251	104,594			
CONNECTICUT.																					
31 July '63	23.8		1.9		4	7	Danbury and Norwalk	347,940	66,483		307,060	100,000		422,290	23.8	44,938	65,909	28,066	5		
31 Jan. '64	122.4		15.5	75.1	26	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	2,037,940	1,986,740	213,876	4,204,666	122.4	281,451	408,510	154,337			
31 Aug. '64	61.6	11.2	66.2		22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,360,000	927,000	4,280,709	72.8	455,245	1,232,307	885,219	17	217	
31 Dec. '64	74.0		8.9		10	12	272	Housatonic	2,439,775		28,200	2,000,000	191,000	47,900	2,685,438	124.0	308,329	428,516	150,702		
31 Dec. '63	57.0		1.3		7	15	177	Naugatuck	1,460,193	*		1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	13,908	8	
29 Feb. '64	62.0		2.3		8	17	26	N. Haven, N. London and Ston.	1,454,040			738,538	750,000	156,429	1,644,967	62.0	172,124	212,553		1174	
30 Nov. '63	8.48	5.5	9.3		3	3		New Haven and Northampton	2,305,204	28,748		1,010,000	660,000		2,263,942		166,663	78,631	84		
31 Dec. '64	66.0		6.9		8	12	84	New London Northern	724,336			688,805	51,000		810,962	66.0	211,538	270,672	64,299	8	
31 Mar. '64	61.3	1.0	63.8		29	75	405	New York and New Haven	4,721,932	764,877		3,572,800	2,000,000		6,612,367	117.4	670,410	1,424,772	720,462	12	
30 Nov. '63	59.4	7.0	8.3		16	17	383	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	482,569	180,839	64	
DELAWARE.																					
31 Oct. '00	84.3			10.7			Delaware	1,552,257			406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466			
31 Oct. '02	16.2						Newcastle and Frenchtown	704,860		18,535	744,520		5,024	749,544	5.0		27,288	10,290	9		
FLORIDA.																					
30 Apr. '00	154.2			150			Florida	532,791	30,536		191,485	195,000	75,894	619,112	32.0		7,587	3,535			
30 Apr. '00	32.0		3.0	13.0	3	1	6	Florida and Alabama													
30 Apr. '00	59.9		8.0				Flo., Atlantic and Gulf Central														
30 Apr. '00	100.0	3.9	10.0	153.5			Pensacola and Georgia								29.4						
GEORGIA.																					
30 Jun. '00	86.7			16	7	124	Atlanta and West Point	1,192,389	*		1,250,000	128,000		1,597,385	86.7		418,086	265,827	8	125	
30 Dec. '00	92.6		8.7	70.9			Atlanta and Gulf-M. Trunk								30.0						
31 Dec. '00	53.0						Augusta and Savannah	1,032,200	*		738,700	129,500		810,000	53.0		168,988	95,612			
30 Apr. '00	45.5			23.7			Brunswick and Florida	755,000	*		151,887				31.0						
30 Nov. '00	191.0			53	62	697	Central of Georgia (and Bank)	4,368,800	*		4,368,800			6,590,173	229.0	879,468	1,715,025	764,574	10		
31 Mar. '00	171.0	61.0		19	16	171	Georgia (and Bank)	4,158,000	*	1,003,650	4,158,000	312,500		8,123,343	232.0	1,159,188	528,048	8	100		
30 Nov. '00	102.5			19	16	171	Macon and Western	1,500,000	*		1,500,000		12,295	1,668,976	102.5	226,241	404,613	212,676	19	72	
31 July '00	50.0			7	2	107	Muscogee	774,244	162,534		669,950	249,000		1,026,868	50.0		202,714	119,516	8		
1 May '00	68.1			3	4	33	Savannah, Albany and Gulf	1,386,634	52,374		1,275,901	10,200	180,621	1,473,140	71.6						
31 July '00	103.1	100.8	16.2		18	22	201	South Western	3,770,425			2,921,900	396,500	19,913	3,822,913	223.8		388,858	13		
30 Sep. '00	133.0			52	24	706	Western and Atlantic	5,901,497			built and owned by State.				133.0		832,343	454,541			
ILLINOIS.																					
31 Dec. '04	220.0			49	32	939	Chicago and Alton	8,308,919	*	659,100	4,208,300	4,054,000		9,896,598	231.0	1,104,197	2,770,454	1,273,518	24	81	
30 Apr. '04	240.0	096.0	47.0		98	60	1,775	Chicago, Burlington and Quincy	11,749,270	2,178,055		6,571,140	6,128,081		14,837,859	240.0	1,966,519	3,080,211	1,350,499	8	104
1 Apr. '03	242.0			29.0	36	23	706	Chicago and Northwestern	12,325,839	510,983		3,781,318	3,336,000	226,641	13,147,136	242.0	1,033,054	445,608		218	
31 Mar. '04	181.8			61	69	1,195	Chicago and Rock Island	7,429,633	*		6,000,000	1,402,748		8,380,675	228.4	1,162,880	2,143,875	1,103,414	6	87	
31 Dec. '03	121.0	138.7	50.0	74	81	1,459	Galena and Chicago Union	8,040,164	1,866,998	525,451	6,028,400	3,505,000		10,962,116	341.7	1,484,066	2,201,431	1,279,408	6		
31 May '03	174.5	6.5	14.3	21	22	504	Great Western	4,039,561	*		1,645,581	2,550,000		4,214,342	180.0		742,097	377,476			
31 Dec. '03	145.8			116	101	2,978	Riovia Central	28,610,229	*		19,015,970	17,320,000		36,336,970	708.3	3,070,697	4,571,028	2,115,847	6	922	
31 Dec. '03	195.0	14	12.2	31	30	424	Ohio and Mississippi	4,870,586	*		1,780,295	3,292,403		10,800,000	149.0						
31 Dec. '03	195.0			31	30	424	St. Louis, Alton & Terre Haute	10,000,000	*		3,900,000	6,700,000		10,800,000	200.0	18 mo.	2,302,415	704,650		25	
INDIANA.																					
31 Aug. '07	109.0						Cincinnati and Chicago	2,080,453	*		1,106,679	1,006,125		1,080,000	108.0		248,867	119,542			
31 Dec. '02	72.4				19	17	266	Evansville and Crawfordsville	2,233,413		2,750	998,051	1,219,100	51,772	2,283,748	109.0		442,893	185,541	72	
1 Dec. '03	89.8	20.2			19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,800	2,102,761	109.0		442,893	185,541		
1 Dec. '03	84.8				23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	26,639	1,639,900	1,832,284	140,689	5,458,108	110.0		442,893	230,534	9	100
1 Dec. '03	84.8						Ind., Pittsburg and Cleveland	1,943,508	*	10,000	1,299,571	998,000	11,036	2,491,588	84.0	355,887	598,062	350,525			
1 Dec. '02	75.0				15	14	201	Jeffersonville	1,549,518	*	278,234	1,015,907	621,000		2,176,223	108.0	312,569	577,968	268,156		
31 Mar. '04	66.0	46.0	3.0		17	10	283	Indianapolis and Madison	1,464,347	*		819,800	640,000		1,538,783	132.0		315,172	117,941	6	100
30 Nov. '04	73.0				21	28	440	Louisv. N. Albany & Chicago	6,000,000	*		2,800,000	3,000,000	2,000,000	6,000,000	288.0		645,827	871,401	364	
30 Nov. '04	73.0				21	28	440	Terre Haute and Richmond	1,983,150	*	169,379	1,900,150	85,000		5,063,108	73.0	370,555	1,007,979	321,254	18	159
IOWA.																					
1 Jun. '08	75.5			201.5			Burlington and Missouri	1,514,257	*		762,737										

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Year ending.	Railroad.			Road in progress or projected.	Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.		Engines.	Cars.			Property and Assets.	Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.		Dividends.	Price of shares.		
						Passenger.	Freight, etc.			Railroad Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.				Bonded and Mortgage Debt.	Floating Debt.			Gross.	Net.
M.	M.	M.	M.	No.	No.	No.												P. c.				
MAINE.																						
30 Nov. '82	55.0				6	4	74	Androscoggin	1,050,000			151,838	444,638	205,584	757,381	36.5	76,544	79,701	48,461			
30 Jan. '82	149.0		25.0		41	17	849	Atlantic and St. Lawrence	6,788,206	867,734		2,494,900	3,068,491		7,983,476	149.0	oper. by	1,012,326	482,656			
30 Sep. '81	63.0		8.0		12	11	129	Kennebec and Portland	2,871,294			1,287,779		271,148	2,990,998	109.5	139,955	172,118				
31 May, '88	99.7		9.5		18	20	231	Maine Central	4,211,878		21,925	1,050,800	3,068,491	139,952	4,259,303	109.2	186,240	323,082	174,028			
31 May, '84	51.3				10	4	109	Portland, Saco and Portsmouth	1,500,000		100,000	1,500,000			1,649,414	51.3	164,991	350,853	188,121	6		
31 May, '89	37.0							Somerset and Kennebec	783,768			199,200	556,600			37.0		55,406	28,404			
MARYLAND.																						
30 Sep. '82	279.6	7.2			225	100	3,000	Baltimore and Ohio	21,324,973	3,621,755	3,990,254	16,151,962	10,781,833	630,555	33,673,564	236.8	1,933,769	4,481,859	3,054,653	6		
30 Sep. '82	30.0				7	33	107	Washington Branch	1,650,000			1,650,000			2,332,262	39.0		778,417	628,589	9		
31 Dec. '83	188.0	4.0	10.4		53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000		10,346,232	261.0	1,012,996	2,307,449	620,581	43		
MASSACHUSETTS.																						
30 Nov. '83	26.7	1.3	43.0		22	40	616	Boston and Lowell	2,245,245	183,345		1,830,000	440,000	5,629	2,275,629	70.9	372,958	508,718	167,051	6		
30 Nov. '83	74.3	8.9	51.1		36	74	686	Boston and Maine	4,880,349	446,557	486,906	4,076,974			4,076,974	119.3	649,882	1,012,326	482,656	8		
30 Nov. '83	47.0	7.0	32.5		25	41	338	Boston and Providence	2,962,600	207,400		5,160,000		87,720	3,247,720	61.8	428,301	853,727	397,729	8		
30 Nov. '83	44.6	24.0	60.1		30	68	513	Boston and Worcester	2,062,594	437,416	100,000	4,500,000			4,500,000	83.6	573,514	1,202,654	488,357	9		
30 Nov. '83	46.0	1.1	2.7		7	15	102	Cape Cod Branch (par 60)	807,760	123,866		681,666	121,000		1,087,722	47.1	77,036	130,068	69,191	6		
30 Nov. '83	50.0	2.4	0.5		12	19	164	Connecticut River	1,614,375	187,568		1,591,100	250,000		1,843,286	52.4	169,261	344,194	168,008	6		
30 Nov. '83	44.2	30.5	27.6		29	71	424	Eastern	4,007,238	815,166	264,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,763	812,566	390,594	6		
30 Nov. '83	50.9	42.8	74.8		26	37	457	Fitchburg	3,189,851	350,149		3,540,000			3,874,507	93.4	389,738	732,262	328,043	8		
30 Nov. '83	12.4		2.3		2	4	26	Lowell and Lawrence	332,855	30,275		200,000	75,000	3,961	367,496		21,780	21,776				
30 Nov. '83	14.3		17.2		10	17	804	Nashua and Lowell	558,919	96,684		600,000			704,536	71.0	167,154	223,794	64,797	6		
30 Nov. '83	20.1	1.5	1.2		4	16	69	New Bedford and Taunton	480,160	62,518	14,000	500,000	285,000		785,500	36.7	41,896	164,307		102		
30 Nov. '83	38.0		0.7		4	6	19	N. York and Boston Air Line	1,079,387	49,222		357,155	692,900	206,502	1,245,565	33.0	67,883	53,233		10		
30 Nov. '83	79.8	7.8	26.8		26	64	506	Old Colony and Fall River	3,179,631	254,503		3,015,100	416,000	339,915	3,717,015	102.1	436,407	722,068	411,544	7		
30 Nov. '83	48.4	1.0	14.9		13	16	368	Providence and Worcester	1,409,228	213,182		1,650,000	28,000		1,676,000	44.4	226,461	584,512	169,148	8		
30 Nov. '83	16.0		1.7		3	4	197	Salem and Lowell	351,470	82,543		243,806	226,900	1,386	471,592		17,529	17,529		13		
30 Nov. '83	11.1	0.6	1.2		3	11	72	Taunton Branch	273,429	39,727		250,000			298,962	11.7	51,075	165,406	33,698	8		
30 Nov. '83	6.1			36.5				Troy and Greenfield	1,903,260			923,942	979,208		1,903,260							
30 Nov. '83	69.8		5.6		10	13	179	Vermont and Massachusetts	3,309,657	207,343		2,214,225	925,760		3,821,595	77.3	112,506	271,816	140,136	37		
30 Nov. '83	156.1	17.3	126.6		73	59	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,096,712		5,150,000	6,267,620		4,746,504	218.0	1,275,929	2,439,838	1,232,831	10		
30 Nov. '83	46.7		9.8		10	12	146	Worcester & Nashua (par 83)	1,116,697	116,000		1,141,000	103,700	39,891	1,373,159	46.7	188,947	251,024	132,153	6		
NEW HAMPSHIRE.																						
31 Mar. '83	93.5		5.0		14	10	232	Boston, Concord and Montreal	2,850,000			1,800,000	1,050,000		2,992,686	93.5		247,279	124,400			
30 Nov. '83	53.0		5.0		18	16	245	Cheshire	2,475,946	322,286		2,085,925	655,400		2,969,852	53.6	338,025	382,183	130,645	2		
31 Mar. '83	24.5				21	22	494	Concord (par 85)	1,500,000			1,500,000			1,564,506	61.3		470,078	125,286	7		
31 Mar. '83	29.3				2			Manchester and Lawrence	1,056,846			1,000,000	12,300	20,904	operated by Concord R. R.	62.7		37,791	11,913			
31 Mar. '83	29.3				2	4	80	Merrimack and Conn. Rivers	698,255			598,588	668,000			62.7		860,846	153,718	4		
31 Mar. '83	66.2	18.0	12.5		24	14	424	Northern New Hampshire	3,068,400			3,068,400	220,700	59,114	3,248,214	82.0		81,121	13,183			
30 Apr. '83	24.7		2.2		5	2	60	Sullivan	1,490,730			500,000	750,000	277,210		24.7						
NEW JERSEY.																						
31 Dec. '82	64.2		8.1					Belvidere Delaware	3,170,128			997,882	2,089,500	173,982	3,261,344	76.0		259,921	113,533			
31 Dec. '82	63.9	82.3		8.0				Camden and Amboy	6,070,233		3,971,080	5,009,200	8,620,181		124.2		3,040,148	1,728,548	10			
31 Dec. '82	60.3							Camden and Atlantic	1,837,399			1,000,553	1,037,376	117,095			144,386	65,128				
31 Dec. '82	64.0		48.0		100	51	29	Central of New Jersey	5,901,676	778,000	609,686	4,620,160	2,006,000		7,708,800	64.0	812,041	1,941,276	1,127,244	10		
31 Dec. '82	53.0				45.5	11	16	Morris and Essex	1,674,061		57,000	1,167,800	840,000	87,090	1,549,626	58.0		298,557	103,645	7		
31 Dec. '82	38.3							New Jersey	6,450,516	448,573	1,461,396	4,987,800	642,500	400,017	6,738,574	33.8	1,286,600	694,914	10			
31 Dec. '82	21.8				2	6	17	Northern New Jersey	422,297			165,850	294,200	77,798		21.8		90,618	29,592			
31 Dec. '82	24.0							Raritan and Delaware Bay	2,450,417			1,203,553	1,250,000	143,008	2,697,161		10,588	24,242				
31 Dec. '82	24.0							Warren	1,907,750			1,307,750	600,000		1,907,750	24.0		239,896	154,908	64		
31 Dec. '82	28.5			47				West Jersey	821,984			681,893	212,500	81,743	821,984		82,986	90,122	43,623			
NEW YORK.																						
30 Sep. '83	85.0		1.0	106.0	2	6	36	Albany & Susquehanna	1,192,179	61,858		978,670	120,000	34,888	1,257,037							
31 Dec. '83	48.9		1.1		9	8	140	Atlantic and Great Western	2,587,725			908,996	1,587,655		2,587,725	48.9		329,223	176,096			
30 Sep. '83	142.0		13.0		28	41	600	Buffalo, New York and Erie	3,369,088			850,000	2,396,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5		
30 Sep. '83	48.3		14.0		27	37	700	Buffalo and State Line	2,269,938			2,051,750	1,149,000		3,600,000	80.0	595,428	1,691,944	635,584	10		
31 Dec. '84	480.0	97.0	336.5		276	114	4,600	Erie	42,816,868	1,474,527	4,104,245	24,935,800	17,822,400	1,067,083	43,045,234	807.0	6,916,824	13,493,643	4,994,725	8		
30 Sep. '83	144.0		128.3		71	145	875	Hudson River	12,711,296	1,474,527	4,422,023	9,165,500		4,167	14,188,824	148.0	1,084,824	3,581,713	1,844,287	7		
30 Sep. '84	94.0	2.5	19.1		13	28	100	Long Island	2,305,563	622,911		1,852,716	782,462		2,928,474	100.5	242,062	360,431	62,260	6		
30 Sep. '83	144.0		128.3		241	256	5,024	New York Central	27,232,174	5,646,077	712,945	24,386,000	13,211,341		42,275,999	149.9	5,990,208	12,997,890	3,506,745	9		
30 Sep. '83	130.7	21	31.1		32	90	481	New York and Harlem	9,389,919	811,987		5,722,850	5,877,518	14,260	11,614,628	162.8	1,443,679	1,412,426	471,509			
30 Sep. '82	118.0	3.8	17.3		25	23	441	Northern (Ogdensburg)	3,449,808	738,706		3,077,000	1,494,900		4,588,509	118.1	411,399	578,512	153,999			
30 Sep. '83	35.9		2.2		6	13	51	Oswego and Syracuse	704,394	119,096		639,340	204,000	22,667	823,480							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies nil. Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.																						
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with train.	Gross.	Net.	Dividends.	Price of shares.																			
						Passenger.	Freight, etc.					Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.																											
M.	M.	M.	M.	No.	No.	No.		\$	\$		\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.																					
PENNSYLVANIA.																																									
31 Dec. '23	93.0	25.0	11.0	19.0	28	6	408	Atlantic and Great Western	5,634,039			1,763,506	3,866,000			5,634,039	100.0		360,215	171,296																					
31 Oct. '24	65.0	2.0	7.0		21	13	438	Catawissa	3,634,000			3,350,000	284,000			3,634,000	143.0	316,747	390,489	149,018																					
31 Oct. '24	52.0		9.7		12	13	82	Cumberland Valley	1,131,037			966,900	375,800			1,335,500	74.0	176,968	304,962	193,901	8	10																			
31 Oct. '24	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,995	2,324,490		6,832,950	3,491,500	906,321	10,930,771	304.8	1,022,327	1,984,948	721,782	20																					
31 Oct. '24	36.0	1.7	7.7		9	7	71	East Pennsylvania	1,259,164	132,940		604,190	598,400	8,299	1,210,839	87.7	163,041	333,560	202,000																						
31 Oct. '24	78.0		10.0		18	1	619	Elmira and Williamsport	2,027,652			1,000,000	1,020,000		2,020,000	78.0	308,846	652,150	66,714	24																					
31 Oct. '24	18.5		6.0		5			Erle and Northeast	700,000			600,000	400,000		1,000,000	18.5	163,520	486,788	189,007	10																					
31 Oct. '24	81.0		2.0		6	9	153	Erle and Pittsburgh	1,588,878	192,500		255,500	900,000	637,886	1,794,386	81.0	71,880	163,502	65,456																						
31 Oct. '24	36.0	18.0	17.7					Harrisburg and Lancaster	1,882,550			1,182,550	700,000		1,882,550	64.0	oper. by Penn.			7	614																				
31 Oct. '24	32.0		1.3	44.0	3	3	12	Hempfield	1,610,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966																						
31 Oct. '24	43.5	14.5	11.0	6.0	15	4	128	Huntingdon and Broad Top	2,012,243			1,325,992	1,383,427	268,281	2,977,700	58.0	305,743	354,280	143,472																						
31 Oct. '24	80.0		34.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,408	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041																						
31 Oct. '24	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,827,050	1,477,000	17,582	8,121,582	87.5	502,028	2,280,262	1,452,154	20	60																				
31 Oct. '24	28.3	8.0	8.0					Little Schuylkill	1,371,868			2,646,100	980,000	61,162	3,667,262	oper. by Reading R.R.				6																					
31 Oct. '24	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,700,000			3,700,000			3,700,000					71	534																				
31 Oct. '24	55.6	14.2	18.3		20	28	674	North Pennsylvania	6,650,418	517,376		8,150,150	3,106,766		8,256,856	69.8	320,688	741,977	340,401	25																					
31 Dec. '24	900.3	56.1	319.0		290	173	4,926	Pennsylvania	27,699,576	3,336,316	5,604,810	19,399,060	16,634,840		43,520,358	356.9	5,846,778	14,759,637	4,066,113	10	661																				
31 Oct. '24	17.0	3.0	22.0		18	46	101	Phila., Germant'n & Norrist'n	1,139,079	262,399		1,354,100	915,000		1,673,100	24.0	253,789	423,147	207,998	8	55																				
31 Oct. '24	28.0		29.1					Phila. and Sunbury	15,769,622			5,013,064	9,940,000	10,500	14,968,564	oper. by Penn. R.R. Co.				17																					
31 Oct. '24	98.0	54.0	218.8		216	74	1,913	Philadelphia and Reading	18,995,276	7,736,480		20,072,823	7,271,879		27,344,202	612.3	1,926,309	2,269,341	4,568,150	15	45																				
31 Oct. '24	26.2		24.3					Philadelphia and Trenton	990,404		245,595	999,300	250,000		1,249,300	26.2	176,447	324,008	477,658	10	12																				
31 Oct. '24	96.0		81.6		41	100	904	Phila., Wilmington and Balt.	9,349,000			8,657,300	692,000		9,349,300	197.0	839,238	2,306,560	1,366,300	10	61																				
31 Dec. '24	69.5		7.2	89.5	12	11	82	Pittsburg and Connellsville	3,277,456	163,004		1,770,414	1,600,000	69,238	3,666,877	72.0	256,176	315,732	101,569																						
31 Dec. '24	468.3		73.8		146	109	1,560	Pittsburg, Ft. Wayne & Chicago	15,191,284			6,164,582	12,936,173		19,832,741	468.3	3,472,914	5,132,934	2,106,623	804																					
31 Dec. '24	28.0		3.2		7	16	23	Shamokin Valley & Pottsville	1,178,778	112,824		500,000	791,587	Leas'd to Northern Cen.	40,476	144,728		87,112	10	40																					
31 Oct. '24	26.4		3.3					Westchester & Philadelphia	1,313,526	102,988		684,036	1,009,095	162,312	1,855,448	26.4	118,698	273,232	149,817																						
31 Oct. '24	29.6		3.6		6	4	362	Witiga	802,283	169,884		391,800	372,000	1,343	968,137	29.6	95,566	298,338	211,817	8	43																				
RHODE ISLAND.																																									
30 Nov. '23	13.6				4	5	7	Providence, Warren & Bristol	424,943	13,299		437,917	8,500				13.6	24,916	31,702	9,718																					
SOUTH CAROLINA.																																									
31 Dec. '23	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,265	125,266	197,905	1,099,836	51.9		283,238	151,836																						
31 Dec. '23	109.6				13	9	176	Charlotte and South Carolina	1,719,046			1,201,000	584,000		1,096,000			341,190	126,871																						
1 Jan. '24	143.2		21.3					Greenville and Columbia	2,439,769	324,161		1,429,008	1,445,000		845,546		164.5	220,014	96,145																						
28 Feb. '24	102.0							North-Eastern	2,011,652			985,748	900,410	108,172	2,067,328	102.0		1,499,636	701,948	7																					
31 Dec. '24	136.0		106.0		62	59	790	South Carolina				2,645,883																													
TENNESSEE.																																									
30 Sep. '20	47.6				12	10	171	Central Southern (Tenn.)	1,021,439	53,138		605,214	514,000	99,110	1,137,707	47.6		29,907	19,187																						
1899	30.0				10	10	128	East Tennessee and Georgia	3,637,267			1,286,873	2,026,000	200,000		140.0		318,718	197,469																						
1899	140.0				43	37	687	East Tennessee and Virginia	2,510,063	156,294	129,364	3,809,049	2,656,000	390,407		130.3	150,142	297,806	149,167																						
1899	271.6	19.4	20.0		9	6	242	Memphis and Charleston	5,866,578	875,039		3,700,000	2,656,000	280,112	7,227,797	291.0		1,636,096	878,597																						
1899	271.6	16.0	20.0		8	9	242	Memphis and Ohio	2,559,280	141,144		570,000	1,361,000	145,000																											
1899	100.0		30.6	55.8				Memphis, Clarksev. & Louisv.	2,000,000	100,500		298,721	740,000																												
1899	59.0			40.1	7	5	119	Mississippi and Tennessee	1,137,400			758,285	554,940	519,518		59.4	69,870	177,256	60,029																						
1899	47.4		2.3		4	6	45	Mississippi Central and Tenn.	827,710	82,908		317,447	682,500	22,889		47.4	54,176	83,129	44,006																						
1899	34.2		7.0		12	2	81	McMinnville and Manchester	535,507	56,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892																						
30 Nov. '20	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,682,882			2,056,544	1,731,000		150.0		784,118	387,384																							
1899								Nashville and Northwestern																																	
1899	45.8		4.2	11.7	8	5	32	Tennessee and Alabama	76,016	76,016		596,922	800,000	204,544		45.8	57,950	127,958	87,243																						
1899	30.0		0.6					Winchester and Alabama				216,962	413,000	408,477		30.0		1,248																							
TEXAS, (all aided by State).																																									
— '58	52.0			158.0				Buffalo Bayou, Brazos, Col'r'do									32.0																								
— '58	56.0			184.0				Galveston, Houston & Henderson									56.0																								
— '60	60.0			1.5	75.0	2	1	Houston and Brazoria	1,250,000			275,000	240,000	171,560		50.0	51,300	32,670																							
1 May '60	70.0			6.0	280.0	7	5	Houston and Texas Central	4,282,345			455,000	975,000	369,600		70.0	102,300	382,846	196,566																						
— '59	20.0			110.0				San Antonio & Mexican Gulf								25.0																									
VERMONT.																																									
31 May '24	110.3		6.6		9	13	202	Connect. & Passumpsic Rivers	2,842,741			1,650,000	800,000		8,036,338	99.7	139,877	308,850	167,450																						
31 Aug. '23	119.6		16.0		26	26	558	Rutland and Burlington	3,991,705	556,275		2,233,378	3,257,471	895,219	6,386,166	119.6	448,851	423,027	112,163																						
31 Aug. '23	62.5	2.0	4.9		10	9	240	Rutland and Washington	960,000	256,683		1,097,000			1,206,683	62.5	136,761	185,474	67,786																						
31 May, '23	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055			5,000,000	3,500,000	1,500,000	10,000,000	117.5	836,295	941,045	292,887																						
31 May, '23	47.0	8.6	4.1	9.7				Vermont and Canada	1,687,500			1,686																													

PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS	Amount of shares outstanding	Div'ds Rate	Paid	Market Price
Agricultural Branch, (guar.)	800,000	6	6	---
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	---
Baltimore and Ohio, (pref.)	3,000,000	7	7	---
Berkshire (guarantied)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	800,000	6	6	70 1/2
" " (new pref.)	554,000	6	6	---
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	7	---
Camden & Atlantic (preferred)	620,800	7	7	21
Catawissa (preferred)	1,150,000	7	7	23
Chemung (guarantied)	880,000	7	7	---
Cayuga & Susquehanna (guarant.)	343,500	7	7	---
Chesapeake (preferred)	2,017,325	7	7	44 1/2
Chicago & Alton (preferred)	2,425,200	7	7	85
Chicago & Northwestern (pref.)	2,400,000	7	7	54 1/2
Cocheco (preferred)	177,750	8	8	---
Ct. & Passumpsic Rivers, (pref.)	1,552,200	10	10	63
Cumberland Valley (1st preferred)	241,900	8	8	---
" (2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,500,000	7	7	---
Dubuque & Sioux City (preferred)	1,987,114	7	7	34 1/2
Elmira, Jeff. & Canandaigua (guar.)	500,000	7	7	---
Elmira & Williamport (preferred)	600,000	7	7	47 1/2
Erie (preferred)	8,535,700	7	7	70
Hannibal & St. Joseph (preferred)	5,263,856	7	7	40
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	---
Kennebec & Portland (preferred)	372,000	6	6	---
Leakawanna & Bloomsburg (pref.)	500,000	7	7	---
Marietta & Cincinnati (1st pref.)	5,105,384	7	7	55
" (2d pref.)	3,424,169	7	7	30
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" (2d pref.)	1,014,000	7	7	70
Milwaukee & St. Paul (preferred)	2,255,000	7	7	82 1/2
New Haven & Northampton (guar.)	1,010,000	7	7	---
New York & Harlem (preferred)	1,500,000	8	8	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---
Pateron & Hudson (guarantied)	630,000	8	8	---
Pateron & Ramapo (guarantied)	248,000	8	8	54
Peoria & Bureau Valley (guar.)	1,200,000	6	6	---
Philadelphia & Reading (pref.)	1,551,800	7	7	---
Philadelphia & Trenton (guar.)	1,000,000	10	10	---
Pitts. Ft. Wayne & Chicago (pref.)	2,000,000	7	7	89
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port, Raco & Portsmouth (guar.)	1,500,000	6	6	---
Railroad & Burlington (preferred)	382,700	8	8	---
" (preferred)	608,176	6	6	---
St. L. Alton & Terre Haute (pref.)	1,700,000	6	6	57
Toledo & Wabash (preferred)	982,900	7	7	69
Troy & Greenbush (guarantied)	274,400	6	6	52 1/2
Vermont & Canada, (guarantied)	1,600,000	8	8	---
Warren (guarantied)	1,307,750	7	7	---
White Mountains (guarantied)	200,000	5	5	---
Wrightav. Y. & Gettysburg (guar.)	317,050	2	2	---

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS	Amount outstanding	Interest	Payable	Principal payable	Market Price
Chesapeake & Delaware:					
1st Mortgage	\$2,057,343	6	J. & J.	1886	99
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qtrly.	1870	---
" " sterling	4,375,000	5	---	1890	---
Preferred bonds	1,700,000	6	---	18	---
Bonds guar. by Virginia	200,000	6	---	18	---
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	99
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	---
Delaware & Raritan:					
See Camden & Amb.R.R.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	---
Interest Certificates	161,990	6	"	1868	---
Lehigh Navigation:					
1st Mortgage	2,756,682	6	M. & S.	1870	95
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	---
2d Mortgage	57,000	6	"	1865	---
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	100 1/2
2d Mortgage	294,750	6	"	---	97
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,570	6	J. & J.	1882	79
Improvement	568,500	6	M. & N.	1876	84
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	---
Mid. stg. loan converted	200,376	5	"	1865	---
Mortgage bonds	993,000	6	"	1873	50
Preferred Interest b'ds.	227,589	6	"	1873	---
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	18
West Branch & Susquehanna:					
1st Mortgage, s'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	650,000	6	J. & J.	1878	100

CANAL AND NAVIGATION STOCKS.

COMPANIES	Par of Shares	Amount of Stock	Dividends	Market Price
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563	---	70
Chesapeake and Ohio	100	8,223,595	---	---
Delaware Division	100	1,633,350	35	---
Delaware and Hudson	100	726,800	10 1/2	---
Delaware and Raritan	100	2,298,400	10	---
Erie of Pennsylvania	50	58,000	---	---
Illinois and Michigan	50	2,479,950	6	64
Lehigh Navigation	50	1,803,000	6	---
Monongahela Navigation	50	726,800	3	---
Morris, (consolidated)	100	1,025,000	5	90
" (preferred)	100	1,175,000	10	126 1/2
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schuylkill Navigation (consolid.)	50	1,932,457	25	---
" (preferred)	50	2,722,607	25 1/2	---
Susquehanna and Tide Water	50	2,048,280	9 1/2	---
Union (preferred)	50	2,750,000	3	---
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	13	49 1/2

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1, (cash)..... per ton 55 @ 57	---
Pig, American, No. 1..... @ 50	---
Bar, Swedes, assorted sizes (in gold)..... @ 92 50	---
Bar, English, Refined..... @ 140	---
Bar, English, common..... @ 130	---
Band, English..... @ 170	---
Horse Shoe..... @ 175	---
Rods, English..... @ 225	---
Hoop, English..... @ 250	---
Nail Rod..... per lb. 12 @ 14	---
Sheet, Russia..... per lb. 25 @ 27	---
Sheet, English, Single, Double and Treble..... 8 @ 11	---
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val.	
English, Cast..... (1st & 2d qty.)..... per lb. 23 @ 29	---
English Spring..... (1st & 2d qty.)..... 13 @ 17	---
English Blister..... (1st & 2d qty.)..... 15 @ 24	---
English Machinery..... 17 @ 20	---
American, Blister..... 13 @ 16	---
American, Cast, Hammered..... 24 @ 27	---
American, Cast, Rolled..... 15 @ 18	---
American Spring..... 14 @ 18	---
German..... 16 @ 18	---
Milan (in bond)..... @	---
COPPER—Duty: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz per square foot, 3 1/2 cents per lb.	
Sheathing, New..... (suits)..... per lb. @ 58	---
Sheathing, &c. Old..... (cash)..... @	---
Sheathing, Yellow..... @ 40	---
Pig, Chile..... @	---
Bolts..... @ 58	---
Braziers'..... @ 58	---
American Ingot..... (cash)..... 34 @ 36	---
LEAD—Duty: Pig, \$2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena..... per 100 lb. @	---
Spanish..... 9 75 @ 19	---
German Refined..... 9 75 @ 10	---
English..... 9 75 @ 10	---
Bar..... per lb. @ 14	---
Pipe and Sheet..... @ 18	---
TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2 1/2 cents per lb.	
Banco..... per lb. 45 @ 47	---
Straits..... 43 @ 44	---
English..... 38 1/2 @ 39	---
Plates, Charcoal I. O..... per box 14 50 @ 15	---
Plates, I. O. Coke..... 11 50 @ 13 50	---
Terne, Coke..... 11 @ 12	---
Terne, Charcoal..... 13 @ 14 50	---
NAILS—Duty: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash)	
Cut, 4d @ 5d..... (cash)..... per 100 lb. 7 50 @ 9	---
Clinch..... (cash)..... 5 50 @ 9	---
Horse Shoe, Forged..... (cash)..... per lb. @ 35	---
Wrought, English..... (cash)..... @ 65	---
Ausable Horse, Norway Iron, Forged..... @ 45	---
Zinc Nails..... (6 mos.)..... @ 25	---
INDIA RUBBER—Duty: 10 per cent. ad. val.	
Para, Fine..... per lb. 1 @ 1 06	---
Para, Coarse and Medium..... @	---
Carthagenia, &c..... 85 @ 70	---
Guayaquil..... @	---
PETROLEUM—Duty: Crude, 10 cents; Refined, 30 cents per gallon.	
Crude, 40 @ 47 gravity..... 33 @	---
Ref'd, free, L.S. to pr. Wh. (110 @ 120 test)..... 72 @ 73	---
Ref'd, in bd. L.S. to pr. Wh. (110 @ 120 test)..... 63 @ 64	---
Naptha, Refined, (60 @ 63 gravity)..... 47 @ 48	---

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 29.

Th. 23. F. 24. Sat. 25. M. 27. Tu. 28. W. 29.

American Coal Co.					
At. & Gt. W. (O) 1st m't.					
Buffalo, N. Y. & E., 1M. 98					
California 7s				117	
Canton Co.	29	27½	30	30	29½
Central Am. Transit.					
Chicago & Alton	83		83		81
" " pref.			85½		86
" " Inc. b'ds.					99
Chicago, Burl. & Q.	105		100	102	106
" " 8 p.c.			109		107
Ohio, & Northwest'n	22	21½	25	23½	24
" " pref.	49½	49	51	50½	50½
" " 1st M.		75			73
" " 2d M.					
" " S. F.					
" " A. B.					
" " I. B.					87½
Chicago & Rock Isl.	87	87	88	89	90
" " 1st M. '70.					87
Clev., Col. and Cin.	130				130
Clev. and Pittsburg	53	52	53½	53½	58
" " 1 M.					53
" " 2 M.					
" " 3 M.					
" " 4 M.					
Clev. and Toledo	92				93
" " S. F. 7 p.c.			95½		97
Cumberland Coal, pref. 35	31½		35½	33½	39
Del. & Hudson Canal. 150	145	145	145		143½
Del., Lack. & West.					
" " 1M. 8 p.c. '71-6.					
" " 2M. 8 p.c. '81					
Erie	60	54½	56	55½	54½
" " pref.			80	75	75
" " 1 M. 7 p.c. '87.					100
" " 2 M. 7 p.c. '79.				100	100
" " 3 M. 7 p.c. '82.					
" " 4 M. 7 p.c. '80.	93		93		
" " 5 M. 7 p.c. '88.					
Galena and Chicago					
" " 1M. 7 p.c. '82.					95
Hann. & St. Joseph.					
" " pref.	40				
" " bonds.					90
Hudson River	96	96	101½	101½	99
" " scrip.					96½
" " 1M. 7 p.c. '69.		100	100	100	102
" " 2M. S. F.					
" " 3M. 7 p.c. '76.					
" " conv. bonds.				98	
Illinois Central	98	96	99½	99½	94½
" " Can. b'd. ac.					
" " bonds.				102½	
Marietta & Cin. 1st pref.					
" " 2d					20
" " 1st mort.					
Mariposa Mining Co.	10½	10½	11½	11	11½
Michigan Central	97	93½	97	97	96½
" " S. F. 8 p.c. '82.			116		114
" " conv. 8 p.c. '69.					
M. S. and N. I.	55	53½	55½	56	54
" " guar'd.					
" " 1M. S. F.					
" " 2 M.					
Mil. and P. du Chien.			32		31
" " 1st pref.					
" " 2d pref.					
" " 1st M.					
Minnesota Mining Co.					
Miss. & Mo.					
" " L. G. bonds.					
Missouri 6s	56	55	56	56	60
" " ins. to H. & St. J. R.			74	70	70
" " Pacific.					65
New York Central.	94	88½	91½	93	94½
" " 7s, 1864.					
" " 7s, S. F. '76.					100
" " 7s, conv. '76.					
" " 6s, S. F. '83.				98½	
" " 6s, S. F. '87.					
N. York & Harlem					
" " "pref."					
" " 1M. 7 p.c. '73.					
" " 2M. 7 p.c. '84.					
" " 3M. 7 p.c. '87.					
Ohio & Miss. cer.	22	20½	21½	22	22
" " pref.					21½
Pacific Mail S. S. Co.	285		285		280
Panama					
Penn'a Coal Co.	170				170
Phila. and Reading	94	95	96	95½	95
Pitta. Ft. W. & Chicago.	81½	79½	81½	84	86
" " 1M.			102	102	82
" " 2M.					101½
" " 3M.					
Quicksilver Mining Co.	76½	61	61	67½	65½
St. L., Alton & T. H.	25	26	27	25	
" " pref.			55	57	
" " 1M.			90		
" " 2M. pref.					
" " Inc. b'ds.					
Tennessee 6s, 1890.				52	
Toledo & Wabash.					
" " Pref.					
" " 1M.					
" " 1M. ex.					
" " 2M.					
" " Int. b'ds.					
Virginia 6s.				82	

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 29.

Th. 23. F. 24. Sat. 25. M. 27. Tu. 28. W. 29.

FEDERAL STOCKS:—					
U. S. 5s, 1871, reg.	102				
U. S. 5s, 1871, coup.	102½				
U. S. 5s, 1874, reg.	102				
U. S. 5s, 1874, coup.	100				
U. S. 5s, 1865, coup.	91½	91½	92	91½	91½
U. S. 5s, 10-40s, reg.	104½	105	105	106	105
U. S. 5s, 1881, reg.	107	105½	105½	106½	105½
U. S. 5s, '81, O.W.Ly.	105½	105½	105½	106½	105½
U. S. 5s, 1881, " 17.	105½	105½	105½	106½	105½
U. S. 5s, 1887, reg.	105	105	105	106	105
U. S. 5s, 1888, reg.	105	105	105	106	105
U. S. 5s, 1888, coup.	97	97½	97½	98	98
U. S. 5s, 1 year certif.	106	105½	105½	106½	105½
U. S. 5s, 5-20s, coupon	105½	105½	105½	106½	105½
U. S. 5s, 5-20s, new	105	104½	104½	105½	104½
U. S. 5s, " reg.	105	104½	104½	105½	104½
7-30 Notes, Feb. & Aug.	151½	150½	150½	152½	150½
" " Apr. & Oct.					
American Gold	151½	150½	150½	152½	150½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 23.

W. 22. Th. 23. F. 24. Sat. 25. M. 27. Tu. 28.

Beaver Meadow					
Catawissa	10	22	23		
" preferred	20	22	23		
Camden & Amboy	129½	130	130		
" " 6s, '87					
" " 6s, '70					
" " 6s, '75					
" " 6s, '88					
" " 6s, '89					
" mort. 6s, '89		98	98	98	
Ches. & Del. Canal 6s '86					
Del. Div. Canal					
Elmira & Wmport					
" " pref.					
" " 7s					
Harrisburg					
Lehigh Navigation					
" 6s	96				
Lehigh Valley R. R.	68½	68	65	66	
" 6s					
Little Schuylkill R. R.					
" 7s					
Long Island					
" 6s					
Minehill		53	53	52½	
Morris Canal					
" " pref.					
" " 6s, '76					
North Pennsylvania					
" " 6s		85	85		
" " 10s					
Northern Central	44	43			
Pennsylvania R. R.	52½	54	54	55½	55½
" 1st m.	102	102	102	102	102
" 2d m.	99	100			
Penn. State, 5s	84½	86½	86½	87	87½
" 5s, coupon					
" 6s, W. L.					
Philadelphia City, 6s	92	83	80	85	80
" " new	90½	86	87	88	88½
Philad. Germ. & Nor.			55		
Phila. & Reading	49½	48	45½	48½	47½
" 6s, '86					
" " 6s, '70					
Philadelphia & Erie	15	17			
" 6s	95				
Philad. & Sunbury, 7s					
Schuylkill Navigation					
" " pref. 29	28½	27½	28	28½	28½
" " 6s, '82	80				
" " 6s, '76					
" " 6s, '72					
Sunbury and Erie, 7s					
Susq. Canal	10	9½	9½	10½	9½
" 6s, '78					
Union Canal, pref.					
" 6s, '83					
West Br. Canal 6s '78					
Wyoming Valley Canal	45	49½	49½		
" bonds					
Arch street, (Horse)		11½			
Chestnut & Wal.					
Green & Coates					
Race and Vine					
2d and 3d streets					
Spruce & Pine					

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 23.

W. 22. Th. 23. F. 24. Sat. 25. M. 27. Tu. 28.

Baltimore City 6s, 1875					
" " 1886	100				
" " 1870	97				
" " 1890	100	100	100	100	100
Balt. and Ohio	99½				
" " b'ds, '82					
" " '87					
" " 75, 97½					
" " '80					
" " 85, 97	97				
Northern Central					
" " b'ds, '85		80			
" " '85					

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 29.

Th. 23. F. 24. Sat. 25. M. 27. Tu. 28. W. 29.

Boston and Lowell					
Boston and Maine	114	112½	114	113	113
Boston and Providence	127½				
Boston and Worcester	122½	123		124	124½
Cheshire, pref.				45	44½
Concord	55	56			
Connecticut River					
Eastern, Mass.	93	93			91
Eastern, N. H.					
Fitchburg	104	106	105½	107	
Manchester & Lowell	107	103½	105		
Michigan Central					
Northern, N. H.	78				77
Old Colony and Fall R.	105			105½	
Ph. W. & Baltimore	64	58	52½	61½	61
Port & Saco & Portland	102½		103½	102½	
Vermont & Canada	100				
Vermont & Mass.					
Western	128½			128½	
Broadway (Horse)					
Cambridge	97				
Metropolitan					49½
Middlesex		50			
Central Mining Co.					
Franklin	39	39			37
Iale Royale			10		
National				24½	
Minnesota		10½			
Powder		38½	38	39	39½
Pittsburg				77	
Quincy					
Rockland		6½	11½		

London Stock Exchange.

The following were the closing prices for American Securities on the 14th of March:

Maryland 5s		60	to	65
United States 6s, 1881		52½	"	53
Do. 5s, 1874		48	"	50
Virginia State 5s		43	"	45
Do. 6 per cent.		28	"	30
Atlantic and Great Western				
N. Y. sec. 1st mort., 1880, 7 per cent.		68	"	70
Do. 2d mort., 1881		63	"	65
Pennsylvania, 1st mort., 1877		59	"	71
Do. 2d mort., 1882		61	"	63
Erie shares, \$100 (all paid)		34	"	35
Do. 7s, preference		40	"	42
Do. 7s, 1st mort., 1887		56	"	60
Do. 7s, 2d mort., 1879		55	"	60
Do. 7s, 3d mort., 1888		54	"	58
Do. 7s, 4th mort.		48	"	52
Do. 7s, 5th mort.		47	"	52
Illinois Central 6s, 1875		75	"	77
Illinois Central 7s, 1875		59	"	60
Do. do. \$100 shares, \$90 paid, dia.		43	"	42
Do. do. \$100 shares, all paid		53	"	54
Marietta and Cincinnati Railroad Bonds		65	"	68
Michigan Central 5s, Convertible, 1889		63	"	68
Do. do. S. F. 1st mort., do. '82, x. o.		50	"	55
Michigan S. and N. Indiana 7s, S. F., 1885		50	"	55
Do. do. do. \$100 shares		50	"	55
New York Central 6s, S. F., 1889		53	"	55
Do. do. 7s, 1884		60	"	65
Do. do. 7s, S. F., 1876		60	"	65
Do. do. 7s, Convertible, 1876		50	"	55
Do. do. \$100 shares		55	"	60
Panama, 1st mortgage 7s, 1865		99	"	100
Do. 2d mortgage 7s, 1872		99	"	101
Pennsylvania, 1st mort., 6s, Convertible		80	"	82
Do. 2d mort., 6s, do.		79	"	81
Do. \$50 shares		25	"	30
Philadelphia and Reading, \$50 shares		30	"	35

American Railroad Journal.

Saturday, April 1, 1885.

Stock Exchange and Money Market.

The weekly report of the associated banks of this city, 54 in number, this report being for the week ending 25th of March, shows the total of their loans and discounts to be \$267,677,503, a falling off from the previous week of \$3,809,148. Specie \$22,066,524
Circulation 4,457,162
Deposits 166,965,508
Legal tenders 35,295,156

The amount of transactions at the clearing house were for that week \$604,796,728 89, but the actual balance to be settled for these transactions or exchanges of liabilities was but \$20,023,167.32. The first above tables shows a falling off in deposits in round numbers from the previous week of about eight millions, an increase of loans of

fifty-six millions, a trifling decrease in specie of about two hundred thousand dollars, a falling off in circulation of about the same amount, and an increase in legal tenders of about one and a half millions.

The exports of specie from the port of New York for the week were but \$164,440. Since January the total exported was \$4,392,526, against for the same period in 1863 \$14,066,188, and 1864 \$10,032,465. The arrivals from California of the same article since January 4th, have been \$4,627,165, against \$3,106,077, in 1864 for the same period of time, thus showing an increase of \$1,521,088. The National Banks number at the present time 908, with a capital of \$202,844,486, with a circulation of a little more than half their capital, or \$104,750,540, having increased their issues for the former week about \$3,224,440. All these figures give a good idea of the condition of our bank policy, here and elsewhere.

The gold market continues to be much agitated. Quite early in the mornings William street and some of the neighboring streets are filled with crowds of people collected to anticipate and then to learn the turns at the board. No matter how slight, they are regarded with the deepest interest and the noise of the crowd is quite stunning. It is curious to observe what slight reports affect the price. It is generally conceded that the tendency is downward, but there is still a strong party which struggles for a rise, or at least a lull in the storm. It is currently reported that a good many houses, some notoriously connected with the South and with Canada, and operating hitherto on a large scale have been obliged to succumb. The principal hopes of the confederate leaders for some time past, expressed in their harangues have been that the North would break down both in its means, credit and currency. And the attempt to produce this result has been constantly made in this city, but happily in vain.

Never was there more confidence in the stability of the resources of the country, nor in its ability to meet its engagements, or a more decided determination to see this rebellion through, than are now manifested. It is understood that the whole of the 7-30's are now taken, but should there be a deficiency in the Treasury, the Secretary may fall back upon 70 millions of compound 6 per cents. It is stated on good authority that the unpaid requisitions in his department have been reduced to a trifling amount.

We cannot understand what is the meaning of a broad assertion of a cotemporary that to meet the "immense expenditures" of the Government, its "only dependence is on the 7-30's." We always supposed that the revenue from direct taxation was large, millions a week, and that this resource continued on the increase. Nor does this remark tally well with another in the same article we have already quoted from, that "if the Treasury should be in want of money at any time it will be its own fault."

There is much more truth in this last remark than the other which we have quoted. It appears from recent statements emanating from the Bureau of Internal Revenue, that the total receipts from July 1, 1864, to March 25, 1865, were \$159,664,846 84, and by the 1st of June they will be swelled to \$200,000,000. Now as we may safely calculate on the speedy termination of the war,

(General Grant has said within a few hours that Richmond cannot be held more than ten or twelve days longer,) and may also expect an immediate reduction of one half of the expenses of the Navy, and a large cessation of expenditure for the future materiel of the army, the financial condition of the country was never more promising.

There is certainly much hastiness of remark in these daily notices of the market which impairs their credit as financial and economical reviews. He who philosophises on the events of the hour only, is as much out of the way as he, who in giving the quantity of rain that falls in our latitude, should take the heaviest fall during a tempest and call that the mean.

It is a prevailing opinion that government stocks will shrink less than gold, and though the prices of some securities have fallen under a sudden pressure in some quarters to sell, the result of necessity or design, they still stand pre-eminent in the favor of the people and will stand. Combinations to break them down are currently reported in the street, but the operators may shortly find even the "attempt and not the deed confounds them."

The news from Europe is more satisfactory. We cannot conceal our disapprobation of the conduct of those foreign journals which insist that the United States, for such they are again sure to be, desire any quarrel with the people or Government of Great Britain. They have no such wish and no such intention, although they feel that they have been very unfairly treated throughout this rebellion, not only by a premature recognition of the character of the rebels as true belligerents before there was any certainty of their maintaining themselves for six months, and by the constant violations of the Queen's proclamation of neutrality. The fitting out of armed vessels to prey upon the commerce of a friendly nation, and the constant supply of the means of aggression by blockade running were unfriendly acts which we cannot forget. Yet at the same time the prudence, persistence and valor of our people, our love of freedom and our respect for and devotion to the institutions handed down to us by our forefathers are accompanied by magnanimity, a spirit of forgiveness, and a love of peace. The same feelings prevail among us with regard to the Canadas. Those provinces have only to behave with courtesy and fairness to be forever free even from a dream of invasion from the United States. Their interests are almost identical with ours; this the wise men of the Provinces well know, and none but political barrators would seek to sever them.

The failure of the Bank of Attica in this state is announced in the papers. The cause of its misfortune is its heavy speculations in butter of which it held large amounts waiting for a rise, and a heartless profit gained from the necessities of consumers. We have no sympathy for such forestalling institutions. Those that lay their foundations on butter must expect to see them melt, and the superstructure fall to the ground. No one will grieve at the demolition of such institutions. The course of the market the last week may be thus described.

Notwithstanding the combination to break down the Government securities, they stand firm and in good demand, the gold bearing bonds improving. Railway shares are not doing so well, and a heavy

break in some leading companies, occurred on Tuesday. The truth is that whenever the public see that any great line falls under the entire control of individual operators with immense capital, with nothing of the experience or science or talent for governing so complex an institution as a Railway, they continually apprehend disasters, loans and accidents. This is the real reason why the popularity of these companies is declining so rapidly, and no other.

Miscellaneous shares are quite steady. Money is plentiful and large amounts are held by the Banks in deposit. The rate is 7 per cent generally, but on call it is 1 per cent. less.

The exports from this city for the week ending March 25, exclusive of specie were \$2,301,742.

The balance in the Sub Treasury on Tuesday was \$34,089,174 64.

Gold sold at the morning board on Thursday at 149¾.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon bonds, 97; McGregor Western 1st mort., 71½; Brooklyn Park Loan, 85; Manhattan Gas, 185; Long Dock bonds, 105; Smith & Paramalee Gold, 5¾; Nicaragua Transit, 5; Mariposa 1st mort., 45; Central Coal, 41¼; Wyoming Valley Coal, 49; Bank of the State of New York, 115; 4th National Bank, 90; Central National Bank, 100; Bank of Commerce, 99½; Bank of America, 130.

Philadelphia.—Allegheny County coupon 5s, 72; 13th and 15th streets R. R., 19; Fulton Coal, 4¾; Swatara, 5¾; Preston, 24; Green Mt., 3; New Creek, 81c; Big Mt., 4¼; Keystone Zinc, 1½; Bank of Kentucky, 117; Miners' Bank, Pottsville, 50; Bank of North America, 191; Kentucky Bank, 107; Atlas Oil, 1½; Alcorn, 1½; Adamantine, 6¼; Big Tank, 3¼; Bull Creek, 2¾; Briggs, 2¾; Black Diamond, 3; Bruner, ¾; Caldwell, 5½; Cherry Run, 26¾; Corn Pl., 4¾; Crescent, 1½; Cow Creek, 1¼; Dalzell, 6¾; Duncard, 1¼; Dawson's Run, 2½; East Oil Creek, 1½; Egbert, 3; Eldorado, 1; Excelsior, 1½; Eagle Rock, 3½; Eureka, 1¾; Fleniken, 1; Germania, ¾; Gt. Eastern, 2; Hibbard, 1¾; Hyde Farm, 3¾; Howe's Eddy, 1½; Irwin, 7; Jersey Well, 3¾; Junction, 3½; McClintock, 4½; McCrea, 2; Mingo, 3½; Maple Shade, 19¼; McElheny, 4; Mineral, 2; McElrath, 2½; Noble and Delamater, 5½; Oil Creek and Cherry Run, 4; Organic, ¾; Petroleum Centre, 2½; Ross, 1½; Rock Oil, 2¾; Royal, 1½; St. Nicholas, 3½; Story Farm, 1¾; Sugar Creek, 8½; Sugar Dale, 3; Schuylkill and Oil Creek, 1½; Starr, 1½; Tionesta, 2; Tarr Homestead, 4; Union, 1; Winfield, 94c; Walnut, 1½; Wm. Penn., 3¾; Watson, 2¾.

The latest quotations are: City 6s, 86@86¼; do., new, 89¾@90; State 5s, 87½@88; do., coupon, 89@92; do., 6s, W. L., 99½@100; Phila., Wil. and Balt., 61; Reading, 44½@44¾; do., 6s, 1870, 95@95; do., bonds, 96@97; Camden and Amboy, 126@130; Penn. R. R., 54@54¾; do., 1st mort., 101¾@102; do., 2d mort., 99½@101; Little Schuylkill R. R., 31@36; Morris Canal, 89@90; do., pref., 120@125; do., bonds, 98@99; Wyoming Valley Canal, 47@50; do., 6s, 92½@95; Susquehanna Canal, 9@10; do., 6s, 45@50; Sch. Nav., 21@24; do., pref., 27@28; do., 6s, 1882,

78¼@79; Union Canal bonds, 15@20; Delaware Div. Canal 30@30¾; do., bonds, 90@95; Elmira and Williamsport, 28@30; do., pref., 46½@47½; do., 7s, 1873, 98@99; do., Chattle 10s, 72@73; Long Island R. R., 37@40; Lehigh Coal and Navigation, 60@61; North Pennsylvania, 23@27; do., 6s, 84@86; do., 10s, 105@110; Philadelphia and Erie, 16@18½; do., 6s, 95@98; Minehill, 53@53½; Catawissa, 9@10¼; do., pref., 23@24; Lehigh Valley, 60@63; do., bonds, 95@95¼; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 63@65; Race and Vine, 9@9; West Philadelphia, 67@68; Spruce and Pine, 25@25; Green and Coates, 23@30; Chestnut and Walnut, 30@45; Arch, 10@12; Thirteenth and Fifteenth, 17@19; Girard College, 22@24; Tenth and Eleventh, 40@44; Norristown, 52½@56.

Boston.—Northern (Ogdensburg) 1st mort., 90; do., 2d mort., 20; Boston and New York Air Line 6s, 46; Michigan Central 8s, 1882, 105; Boston and Lowell R. R. 6s, 1874, 100; Conn. and Pas. River pref., 63; Boston Hartford and Erie R. R., 16; do., 7s, 78¾; Chelsea horse R. R., 38; New Hampshire 6s, 1876, 94; Maine 6s, 1880, 91; Bath City 6s, 94; Boston Water Power Co., 41; Essex Co., 95; Union Steamship Co., 129; Boston Gas, 780; Cambridge Gas, 93¾; Gilberton Coal, 66½; Bear Valley, etc., coal, 19½; Belmont Coal, 9; Richmond Coal, 38; Short Mt. Coal, 35¾; Locust Dale Coal, 28; Mammoth Vein Coal, 27¾; Franklin Coal, 53; Potomac Coal, 9¼; Rocky Mt. Gold, 12¼; Great Basin Oil, 2; Macomb Lead, 75c; Bank of Commerce, 112; Bank of North America, 116; Maverick Bank, 105½; Bank of Mutual Redemption, 104½; State Bank, 80; Globe Bank, 124¾; Traders' Bank, 102½; Railroad Bank Lowell, 89¾; 3d National Bank, 105½; Cabot Bank Chicopee, 111; Pawners Bank, 94¾; Merchants Bank, 118; Albany and Boston Mining Co., 19½; Boston, 1½; Copper Falls, 17½; Canada, 60c.; Huron, 38½; Hancock, 8½; Humboldt, 2½; Hanover, 45c.; Mesnard, 2½; Madison, 2; Star, 2½; Superior, 5¾; St. Clair, 2¾.

Baltimore.—Marietta and Cincinnati bonds, 80; N. W. Va. 1st mort., 95; do., 3d mort., guar., 93; Springfield Mining Co., 0.55; North State, 0.20; Santa Clara, 13; Maryland Copper, 0.50; Atlantic Coal, 1.20; Am. Gas Coal, 1.80; Maryland Anthracite, 28; Va. Coal and Iron, 9½; Chesapeake Oil, 3.00; Penn. Oil, 1.25; Baltimore Chrome, Lake Chrome, 0.25; Canton Co., 30; Franklin Bank, 12¼; Union Bank, 70; Farmers and Planters Bank, 33½. The latest quotations are: Balt. and Ohio, 100@101; do., 6s, 1867, 93@95; do., 1875, 96@97; do., 1880, 99@97; do., 1885, 97@99; Northern Central, 45@50; do., bonds, 1885, 83@85; N. W. Va., 00@05; do., 1st mort., 95@96; do., 2d mort., 93@94; do., 3d mort., 23@30; do., guar., 92½@95; Marietta and Cincinnati 7s, 1891, 66@80; Central Ohio 1st mort., 90@100; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-60, 36@42; Western Md. bonds, 75@80; do., guar., 97@98; Maryland 6s, coupon, 1870, 99@100; do., Ins., 93@101; do., 1890, 100@106; Baltimore 6s, 1870, 95@100; do., 1873, 97@101; do., 1875, 99@100; do., 1886, 96@97; do., 1890, 100@100½; do., coupon, 99½@101; do., 6s, 1838-70, 80@88; City Passenger R. R., 16½@17; Canton Co. 28@30; Gardner,

0.50@0.75; Gas Coal, 1.25@1.80; Maryland, 0.40 @0.50; North State, 20@.20; Springfield, 0.45 @0.50; George's Creek, 100@1.10; Santa Clara, 12@14; Balt. Chrome, 1.80@1.90; Bare Hill, 2.20@2.75; Atlantic Coal, 1.15@1.20; Mineral Hill, 1.00@1.30; Baltimore Coal, 1.30@2.00; Laurel Cannel Coal and Oil Co., 4.75@4.90.

Cotton Production and Supply.

It is a curious fact and but little known, that the introduction of cotton into this country was entirely owing to an accident. A small bag of the seed was brought from Pernambuco to Georgia where it was thrown on a dirt heap; it grew there, was afterwards propagated therefrom, and in the course of time the American cotton not only supplanted that of the East Indies, but was intrinsically more valuable for its quality, and its cheapness caused its use throughout Europe.

Among the most interesting and instructive papers we have had on this subject is one recently prepared for and read before the American Geographical Society of this city by the Hon. F. A. Conkling, and is we understand to be published and printed at the request of the Society. It has generally been so dependent hitherto on accidental lecturers for its reputation that we are glad to see it contains within its own body so able a writer and good a thinker as Col. Conkling. This gentleman has not only highly distinguished himself on the floor of Congress, but has during the present rebellion been active in the field. At the head of a fine regiment of volunteers raised entirely through his own efforts, he has been twice in actual and dangerous service. Yet he finds time to consider other questions than those of war, and has now given the world at a very fitting occasion an important paper on cotton with many carefully collected facts, and original deductions. American cotton is doubtless about to play a very important part in commerce, more than ever perhaps, and restore the equilibrium in our foreign exchanges, disturbed by the war. Its production and export are to have a decided effect on the credit and financial resources of the country in the future, and Mr. Conkling now gives us the very best information to be obtained as to production and consumption, of this staple; its demand, source and supply.

Pittsburg Railway Connections.

The people of this enterprising city seem determined not to be dependent on the Ohio entirely for means of communication, nor even with their present lines of railways.

The New Castle and Franklin branch of the Erie and Pittsburgh Railroad is being rapidly completed, by which a short route will be opened into the heart of the oil region, and greatly enhance the value of property owned by Eastern Corporations on the upper forks of the Allegheny. Besides the chief connections West, via the Pittsburgh, Fort Wayne and Chicago and Columbus and Cincinnati Railroads, and East, via the Pennsylvania Central, Pittsburgh has of late extended the Beaver Valley Railroad north to Lake Erie at Girard, intersecting the Lake Shore road; is building a branch to Franklin and Oil City, on the east, another up the Mahoning Valley, to connect with the Cleveland branch of the Atlantic and Great Western, on the west; another down to Washington, Pennsylvania, to reach Wheeling, Virginia, on the south; and is now moving in the

matter of completing the Connellsville Railroad, so as to form a junction with the Baltimore and Ohio, thus opening another through route to the eastern seaboard.

Cast Steel Rails.

The "Cyclops" Works, solely represented in this Country by PHILLIP S. JUSTICE, are manufacturing Steel Rails in large quantities, and the opinion is now general, founded on theory and experience, that they are the only kind that should be used, or permitted on our Railway lines. The advertisement of Mr. Justice in another column gives in a few words the reason of their superiority. The largest proportion of the accidents almost daily occurring on our railways arise from broken rails which are left in that condition for months after their fracture. An eminent engineer, who has very recently traveled over one of our Great Western lines, informs us that their broken rails at the present time number by hundreds. It would seem imperative on our Legislature to compel the substitution of these cast steel rails in place of those of iron. Here is a perfect article and it should be obligatory on companies to use them.

Winslow, Lanier & Co.

The advertisement of this well known and distinguished Banking House, which will be found on the last page of the JOURNAL, reminds us of their active agency in obtaining subscriptions for Government securities which maintain their steadiness and popularity. Those parties ready to invest, will meet with prompt attention from this House, for so many years in the front rank of financiers.

The Phillips Petroleum Co.

This is another Company which now presents itself to public favor as the owner in fee of a large tract of land on the Pithole creek, near the Fraser well, and another one of 50 acres on Oil Creek, near the celebrated Coquette well. Twenty two wells are about to be brought into immediate productiveness, while at present the yield of those worked is 75 barrels per day. Among the trustees of this company are such men as Washington Hunt, William Bigler, Elisha Riggs, E. A. Quintard, and others, whose connection with the project are vouchers for its importance, and its prosperity. Shares \$4. Office 18 Broad street, New York.

Gratz Van Rensselaer & Co.

This new Banking house, composed of gentlemen of highly respected and historical names, with large and long financial experience, are established at 24 Broad street, in this city, and do a commission business in all kinds of securities, State, National and local, gold, &c.

The references given are of the highest character and the recommendations of J. W. Beekman, S. A. Schieffelin and the Treasurer of the State of New York could not be possibly given to any other than men of undoubted means and character.

Finances of St. Louis.

We learn from the St. Louis News, that the cash in the Treasury April 11th, 1864, amounted to \$148,548 08, while the balance on hand March 1st, 1865, was \$160,190 15—showing an unusual surplus at this season. The News says: Since the installation of the present Administration, the bonded and floating debt has been re-

duced near one quarter of a million, while, in the same time, heavy expenditures for the benefit of soldiers' families and the poor of the city have been incurred, yet there is a surplus in the Treasury sufficient to inaugurate, most satisfactorily, the fiscal affairs of the coming year, and to render the credit of the city impregnable.

Finances of Canada.

The revenue of Canada is derived chiefly from customs and excise, the post office, public works, land sales, etc. The following exhibits the details (including loans and trust funds,) of the receipts in 1861 and 1864, comparatively:

	1861.	1864.
Customs	\$4,774,562	\$6,664,826
Excise	344,655	860,914
Post office and ocean postage	457,726	664,946
Public works and provincial steamers	355,198	429,910
Territorial	678,923	584,846
Interest on investments, premium and discount ..	508,236	319,487
Minor revenues of consolidated fund	131,983	165,410
Miscel. receipts on open accounts	268,473	320,620
Debentures and stock	2,756,306	4,354,582
Sales of public works, &c. ..	7,697	15,646
Municipal loan fund	279,388	174,850
Investment ex consol. loan ..	867,749	.....
Ocean steam company	189,620	.....
Bank of V. C.—special ac't ..	.....	236,667
G. T. Railway—adv'ce ac't ..	1,000	.....
Miscel. guar. and advance accounts	116,483	165,016
Municipalities fund	325,025	164,608
Education & school funds ..	161,455	189,918
Indian fund	256,629	176,698
Minor trust funds	28,942	38,107
Other trust funds	145,521	.....

\$12,655,581 \$15,526,549

Deduct debentures and stock

2,756,306 4,354,582

Revenue

\$9,899,275 \$11,171,967

From this may also be deducted the following exceptional receipts:

G. T. Railway—adv'ce ac't ..

1,000

Ocean S. S. Co.

189,620

Investment ex consol. loan ..

867,749

Other trust funds

145,521

Bank of V. C.—Spec. ac't

..... 236,667

Total revenue (less loans and exceptional rec'pts.) ..

\$8,695,890 \$10,935,300

The payments for 1861 and 1864, ordinary and extraordinary, are shown in the following comparative statement:

	1861.	1864.
Public debt—intr't, charges, etc.	\$3,962,538	\$4,126,317
Public debt—redemption ..	2,738,872	3,957,740
Civil Gov. (& pensions) ...	471,795	473,198
Justice	849,329	840,516
Legislation	463,125	379,959
Education & Geol. survey ..	545,009	492,392
Hospitals and charities	272,842	299,331
Militia and enrolled force ..	84,688	317,061
Agricultural societies	102,620	110,019
Public works, etc.	1,799,966	1,893,107
Seigniorial	224,133	199,699
Subsidies	751,669	11,290
Municipalities fund	445,314	104,119
Indian fund and annuities ..	135,146	168,420
Minor payments	389,075	262,621
Collection of revenues	1,507,463	1,408,093

\$14,742,834 \$14,554,882

Deduct redemption of public debt

2,738,872 3,957,740

Expenditures

\$12,003,962 \$10,587,142

From this also may be deducted the following exceptional expenditures:

Public works (Ottawa buildings).....	655,149	458,077
Subsidies (exceptional)...	704,945	.....
Miscel. (reception of P. of Wales).....	63,225	.....
	\$1,423,319	\$458,077

Expenditures (less Red. of P. D. and exceptional items).....\$10,480,643 \$10,129,065

The balance sheet of the Province on the 31st December, 1864, was made up as follows:

Dr.		
Funded debt—direct	\$60,950,101	
“ indirect.....	874,267	
Total	\$61,824,368	
School funds	\$1,966,814	
Indian funds	1,614,519	
Miscellaneous funds.....	569,650	
	4,151,983	
Miscellaneous accounts.....	735,239	
Bank accounts.....	3,350,507	
Liabilities in connection with seigniorial tenure	4,118,203	
Consolidated fund.....	2,043,761	
Total	\$76,223,061	

Cr.		
Sinking funds	\$1,536,792	
Provincial works	26,355,525	
Building and harbor funds	874,266	
Railway debentures	20,435,061	
Railway interest and special account.....	9,642,025	
Municipal loan fund accounts	12,890,838	
Miscellaneous accounts.....	1,064,439	
Due by trust funds	779,440	
Consol. fund investment account.....	689,636	
Bank of U. C.—special account.....	1,250,000	
Bank accounts (includ'g Crown Lands \$60,037)	705,040	
Total	\$76,223,061	

The following will explain more in detail the several works and funds which constitute the amounts standing to the credit of the Province:

Public Works, viz:

St. Lawrence Canals	\$7,406,270
Welland Canal.....	7,309,849
Chambly Canal and River Richelieu improvements	433,808
Burlington Bay Canal.....	308,328
Lake St. Peter Improvements.....	1,098,225
Ottawa works	1,148,690
Improvement of the Trent	558,506
Harbors and lighthouses	2,549,617
Roads and bridges	1,726,695
Government buildings at Ottawa	1,812,509
Loans to incorporated companies	142,154
Miscellaneous works and buildings...	1,860,862

Total Provincial works\$26,355,525

Railway Debenture Account:

Grand Trunk, including subsidiary lines.....	\$15,312,894
Great Western	2,810,500
Northern	2,311,667

Total railway debentures.....\$20,435,061

Including the dues by the building and harbor funds amounting to \$874,226, and the railway interest and special accounts, the total amount based on the public and corporate works of the Province amount to \$57,306,877, or three-fourths of the total indebtedness and liabilities.

The municipal loan fund now amounting to \$12,890,838, consists of advances made to various municipalities, which secured the construction of various important works, such as the Ottawa and Prescott, the Brockville and Ottawa, and the Lon-

don and Port Stanley Railways; also waterworks and other valuable local improvements.

The principal portion of the above information is derived from a pamphlet entitled "Statements explanatory of the financial position of Canada," etc. In this the statements are made for the four years 1861-'64, but in the foregoing detailed exposition it was not considered necessary to go over the intermediate years, but simply give the first and last. In our further remarks, however, the aggregates of the whole four years are used.

The following table shows the funded debt and sinking funds at the commencement of each year:

	Funded Debt.	Sinking Funds.	Net Debt.
1862	\$65,636,478	\$7,453,458	\$58,173,020
1863	67,567,408	7,620,434	59,946,974
1864	65,238,649	4,883,177	60,355,472
1865	61,824,367	1,536,792	60,287,575

The amount of duties paid on imports the same years was as follows:

	Value of Imports.	Duties Collected—Total.	Per cent.
1861	\$43,054,836	\$4,768,193	11.1
1862	48,600,633	4,652,749	9.6
1863	45,964,493	5,169,173	11.2
1864	52,498,066	6,637,503	12.6

The population of Canada by the two last censuses was as follows:

By census of January, 1852:		
U. Canada.	L. Canada.	Total.
952,004	890,261	1,842,265

By census of January, 1861:

1,396,091	1,111,566	2,507,657
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Assuming the same rate of increase as here indicated, the population of the Province has been

Jan. 1.	U. Canada.	L. Canada.	Total.
1862....	1,460,000	1,139,400	2,599,400
1863....	1,520,000	1,167,800	2,687,800
1864....	1,586,000	1,196,949	2,782,949
1865....	1,650,000	1,226,800	2,876,800

Should the increase go on at the same rate, in view of the rapid and unprecedented manner in which the resources of the Province are being developed, we may assume that in ten years the population will exceed 5,000,000. In four years, in which difficulties both internal and external have had to be met, it increased by nearly 300,000, or to be precise by 277,400. In point of population as a power it would then in 1875 rank immediately after Norway and Sweden, and before Portugal, Bavaria, Denmark, Greece, Hanover, Holland, Saxony and other established nations.

The result of the foregoing figures are shown in the following tabulation, which reduces the amount of duties, debt, revenue and expenditure to a per capita rate for each of the four years included:

	Duty.	Debt.	Revenue.	Exp't's.
1861....	\$1.83	\$22.31	\$3.35	\$4.27
1862....	1.73	22.30	3.10	4.03
1863....	1.85	21.69	3.48	3.75
1864....	2.30	20.92	3.79	3.52

It is thus seen that the burdens of the people have been lightened with the progress of population, and that while the revenue has increased, the expenditures have decreased from year to year.

The main dependence for revenue by most nations is on internal and personal taxes. For National purposes Canada taxes neither the land nor other property. Capitation is unknown in the Province. The excise tax is indirect and applies only to a few articles of manufactures and is little felt by the people. This and the duties on im-

ports and land sales indeed make the whole ordinary revenue. It is apparent then that Canada has not yet touched its material resources, and hence its strength remains for future exigencies. There is also another phase in Canadian finance. Its debt has been almost wholly incurred on account of its public works, which have been the potent means of its development hitherto, and which in the future are to act as the great promoter of its most vital interests, including the very peopling of the land. Without these the flourishing Province we now behold on our northern borders would have continued to be for ages yet to come a vast, uncultivated, unpeopled wilderness.

Truly in the case of Canada national debt is national wealth, and the larger and rapider the future increment of the debt, if applied to similar purposes, so much greater will be the onward progress of the country to that great destiny to which it has been ordained by nature and civilization.

Interest and Dividends.

The Panama Railroad Company will pay, 5th April, a quarterly dividend of four per cent. out of the earnings of the road, and one per cent. from earnings of steamers.

The Hartford and New Haven Railroad Company have declared a quarterly dividend of \$3 per share, payable on the 5th of April.

The Chicago and Rock Island Railroad Company has declared a semi-annual dividend of 5 per cent., payable on the 10th of April.

The Cleveland and Toledo Railroad Company have declared a dividend of 5 per cent., payable free of U. S. tax on the 25th of April at the Continental Bank.

The dividend bonds and dividend certificates issued by this company in April, 1865, and maturing April 1, 1865, will be paid at maturity on presentation at the Continental Bank, New York.

The Hannibal and St. Joseph Railroad Company will pay the coupons on their land bonds, maturing April 1, on and after that date, by presentation at the office of the fiscal agency in Boston, or to Duncan, Sherman & Co., New York.

The Indianapolis and Cincinnati Railroad Company has declared a semi-annual dividend of four per cent., payable on demand.

The Consolidated Coal Company of Pennsylvania have declared a dividend of 5 per cent., payable April 6.

The Trustees of the first mortgage bondholders of the Vermont Valley Railroad Company will pay the coupons due 1st April, 1859, on and after Saturday, April 1, 1865, at the office of the Treasurer of the company in Bellows Falls. For the convenience of the bondholders in New York and elsewhere, the coupons will be paid for the space of one month, viz: from the 1st April to 1st May, from 11 A. M. to 2 P. M., at the office of Alexander Hamilton, Jr., 41 Wall street, Jauncey Court, and thereafter will only be paid at the office of the Treasurer in Bellows Falls.

The coupons of the 10 per cent. first mortgage bonds of the Great Western Railroad Company of 1859, maturing 1st April next, will be paid on and after that date, on presentation, at Messrs. Ketchum, Son & Co.'s, 40 Exchange Place.

The coupons due April 1st on the bonds of the New York and New Haven Railroad Company

will be paid at the Bank of the Republic, or at the office of the company in Fourth Avenue.

The coupons of the bonds of the Atlantic and Great Western Railway Company, due 1st April, will be paid at the office of McAndrew & Wann, 12 Pine street.

The coupons of the first mortgage 8 per cent. bonds of the Des Moines Valley Railroad Company, due April 1st, 1865, will be paid at the banking house of Gilman, Son & Co., 47 Exchange Place.

Damages for a Personal Injury.—Negligence of Plaintiff Contributing to Injury.—Carelessness as will Prevent a Recovery of Damages.—Questions for Jury.

The late case of Todd against The Old Colony and Fall River Railroad Company, was an action brought by the plaintiff against the defendants in the Supreme Judicial Court of the State of Massachusetts, to recover damages for an injury received by the plaintiff while traveling as a passenger in the defendants' cars.

At the new trial of the case in the above Court, after the decision granting such new trial, it appeared by the plaintiff's own testimony, that at the time of receiving the injury, his left arm was resting on the base of the window frame of the car, the sash being raised, and that his elbow extended outward, beyond the place where the sash would have been if the window had been shut.

The plaintiff was injured by a hasp upon the swinging door of a freight car, which struck the plaintiff's arm just above and below the elbow.

The judge ruled that the burden was on the plaintiff to prove that he used due care, and to prove that the defendants were guilty of negligence; that the defendants were bound to use reasonable care adapted to the circumstances of the case; that the means of conveyance employed by them, being instruments of great power and moving with great speed, required an increase of care on their part; and that the same facts required a corresponding increase of care by the plaintiff, when he used such means of conveyance; that passengers in railroad cars are to occupy the places provided for their convenience and safety by the carriers, and that it is negligence in them to occupy exposed positions which have not been provided or designed for such occupation; and that the plaintiff was guilty of negligence in placing his arm in the window, so that his elbow extended outwards beyond the window sash, so as to come in collision with a substance outside the cars; and he directed the jury to find a verdict for the defendants, which they accordingly did.

The plaintiff's counsel contended that there was evidence from the plaintiff, and from other sources, as to the mode in which the injury was occasioned, the nature and direction of the wounds, the effect produced by the collision, the motion and oscillation of the cars, the position of the freight car, door, &c., which tended to prove that the plaintiff's elbow was inside the sash of the window at the time of the collision, and which should be submitted to the jury; but the judge ruled otherwise.

The plaintiff alleged exceptions to such charge and rulings, which were afterwards brought on for hearing, when the following opinion was delivered by

Bicklow, C. J.—There was no controversy at

the trial concerning the position of the plaintiff's arm.

His own testimony shows that it was resting on the sill of the window of the car, and that a portion of it, when the injury was inflicted was beyond the sash, so as to be outside of the external surface of the window. Nor was there any doubt or dispute that if the plaintiff had kept himself entirely within the limits of that part of the car intended for and appropriated to passengers, the accident which occasioned the injury would not have happened. It was the plaintiff's own act which contributed to the injury.

On these admitted facts, the ruling of the court, that the plaintiff was not entitled to recover, is fully sustained by the previous decision in this case, (3 Allen, 18, 21,) and by the several cases there cited.

The reasons which influenced our minds in setting aside the former verdict, and which are concisely stated by the learned judge as the ground of his ruling at the last trial, on further

consideration, approve themselves to our most deliberate judgment.

It is a mistake to suppose that, in directing a verdict for the defendants, the legitimate province of the jury was invaded by the Court. Against any such interference we should most scrupulously guard. A wise and impartial administration of justice, as well as the express provision of the statute. (Gen. Sts. c. 115, §5,) require that the decision of controverted questions of fact should be left to the free and unbiased judgment of jurors. But considerations of this nature have no application to cases like the one at bar. Upon the point on which the cases was disposed of by the Court, there were no facts in dispute, nor did the Court undertake to determine whether evidence was true or false.

It was solely on the legal effect of admitted facts, that the Court pronounced its judgment. On this it was not only the province, but the imperative duty of the Court to determine. *Garrett vs. Manchester and Lawrence Railroad*, 16 Gray, Denney vs. Williams, 5 Allen, 1, 5.

Judgment on the verdict, for the defendants.

Fluctuations of British Stocks, 1863-64.

Lowest and highest prices of Consols, Bank of England Stock, and India Stock in each month of the year ending October 31, 1864:

	Consols.		Bank Stock.		India Stock.	
	L.	H.	L.	H.	L.	H.
November, 1863	92	98	234	237	221	226 1/2
December, "	90 1/2	92 1/2	234	236	221	224
January, 1864	90 3/4	91 1/2	235	237	213	218
February, "	90 1/2	91 3/4	235	239	213	219
March, "	90 3/4	91 3/4	234 3/4	240	218	220
April, "	91 1/2	91 3/4	236 1/2	240	218	220
May, "	91 1/2	91 3/4	237	239 1/2	217	220
June, "	89 3/4	91 3/4	235	239	216	218 1/2
July, "	89 3/4	90 3/4	237	242	210	215
August, "	88 3/4	90	240	244	210	213
Sept., "	87 1/2	88 3/4	242	244	209	212
October, "	87 3/4	88 3/4	235	238	210	213
Year	87 1/2	93	234	244	209	226 1/2

Grain Trade of Toledo, Chicago, and Milwaukee.

The following shows the receipts of flour and grain at the three principal lake ports during the past four years:

Years.	TOLEDO.						Total (flour and wheat), bu.
	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush.	
1864	1,052,474	7,237,093	1,041,160	454,254	39,435	74,651	14,108,993
1863	1,126,260	6,194,130	1,705,096	733,796	24,529	87,608	14,452,719
1862	1,506,892	9,827,629	3,813,709	234,759	44,368	63,138	21,218,065
1861	1,383,889	6,277,407	5,312,038	41,418	31,193	12,064	10,598,565
Years.	CHICAGO.						Total (flour and wheat), bu.
	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush.	
1864	1,141,791	11,257,196	13,623,087	13,653,941	969,116	740,446	45,952,741
1863	1,474,282	11,180,344	25,459,508	9,139,525	869,760	1,098,346	56,079,308
1862	1,663,391	13,728,116	29,499,328	4,138,722	1,038,825	872,053	57,558,950
1861	1,446,137	17,531,909	26,543,233	1,888,258	479,005	417,129	54,098,219
Years.	MILWAUKEE.						Total (flour and wheat), bu.
	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush.	
1864	280,874	9,120,255	473,309	1,051,953	89,457	198,033	12,337,679
1863	428,747	13,024,323	359,052	949,570	162,613	206,406	16,845,699
1862	529,600	15,613,955	253,456	287,765	154,576	141,997	19,104,749
1861	492,259	15,930,706	114,931	131,256	78,448	66,991	18,778,627

Wealth and Resources of Kansas.

In several addresses recently made in the New York city pulpits by an eminent divine from the State of Kansas, it was stated that very erroneous impressions prevailed as to its soil, climate and agricultural character. The first settlers of the Western states have usually been sufferers in the attempts to establish themselves, and in the instance of Kansas were subjected to considerable hardships from the violent effort made by the Southern States, to make it a slave holding territory, and to introduce there a code of laws of the most brutal description. Few persons are at this time aware of the bloody enactments which formed

a part of the projected code. Imprisonment and death were ordinary punishments for the violation even of the rights of opinion and speech. That day is happily past, and Kansas under the influence of free institutions is rapidly rising to its true position among the Western States, and every day is dispelling the unfavorable impressions alluded to.

It contains 78,418 square miles or 50,187,520 acres of land. Of these in 1860 1,657,461 were improved, being the portion allotted by the United States Government for sale, and the value of these was \$11,394,184. The value of the implements of husbandry used upon them was \$675,336.

The live stock consisted of 18,882 horses, 1,480 asses and mules, 26,726 milch cows, 20,133 working oxen, 47,000 other cattle and 128,309 swine, in all of the value of \$3,205,522. The products of animals comprised butter, 1,012,975 lbs.; cheese, 28,058 lbs.; wool, 22,593 lbs.; and the value of slaughtered animals was \$547,459. Of beeswax the product was 467 and of honey 14,942 lbs.

The cereal crops were as follows:

Wheat bushels	168,527
Rye "	3,928
Indian corn bushels	5,678,834
Oats "	80,744
Barley "	4,128
Buckwheat "	86,799

The commercial crops were:

Tobacco	16,978
Irish potatoes bushels	283,968
Sweet "	922
Wine, gallons	241
Hay, tons	50,812
Clover seed, bushels	98
Grass "	2,633
Flax "	9
Hemp tons	44
Flax lbs.	13
Hops lbs.	130
Maple sugar lbs.	1,548
Sorghum molasses gallons	79,482

There were 300 manufacturing establishments employing a capital of \$1,068,000, consuming \$667,289 and producing annually fabrics of the value of \$2,800,000, and requiring the labor of 1,719 persons, all males. Among the articles produced were:

Lumber sawed and planed	\$945,086
Flour and meal	284,281
Malt liquors (3,000 bbls)	52,800
Steam engines	40,000
Agricultural implements	20,000
Spirits (18,000 gallons)	3,760

The population was 107,206. The principal towns were Leavenworth, Atchison, Lawrence, Wyandotte, Topeka, (the capital of the State) Le-compton, Kickapoo, Tecumseh, Doniphan, Douglass, Potawatomie, Pawnee; Leavenworth having in 1860 a population of 7,429, the others varying from 2,600 to 1,000.

The taxable real property of the state in 1860, was valued at \$16,088,602 and the personal \$6,429,690. The true value of the real estate was nearly double, and the discrepancy is explained by the general practice in most of the States, to value such property at about half of what it will sell for.

The railroads are as yet in their infancy. But the Eastern division of the Union Pacific formerly the Leavenworth, Pawnee and Western, is completed from Kansas city to Leavenworth about 40 miles. The whole length is to be 360 miles, and the capital thus far expended is \$1,400,000.

All the connecting branches East will converge in Kansas.

The principal rivers in Kansas are the Missouri bordering its eastern line for 100 miles, the Arkansas navigable for 1,000 miles, the Osage for 600 miles, and the Kansas which is larger than the Ohio and also navigable for a great distance.

The soil of the state is generally very fertile, and the climate dry and salubrious. The best of land can be had at from \$1 50 to \$1 75 per acre.

Railroad Earnings--Weekly.

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of March, 1865, were: \$80,424 00

Corresponding week of previous year. 61,411 00

Increase..... \$19,013 00

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending March 21, were:

	1865.	1864.
Passengers	\$2,751 88	\$2,505 72
Freight	3,421 16	4,935 05
Express	162 80	104 16
Mails	296 58	296 58

Total \$6,632 42 \$7,841 51

Receipts from January 1 to March 21:

1865	\$101,736 35
1864	89,930 57

Increase..... \$11,805 78

The earnings of the Marietta and Cincinnati Railroad for the 3d week in March:

	1865.	1864.
Passengers	\$9,982 32	\$7,864 03
Freight	8,646 88	11,216 84
Mail, express & telegraph	1,300 00	899 58

Total \$19,929 20 \$19,480 45

Total this month to date, \$62,120 91 \$61,843 18

Total for the fiscal year, commencing 1st Jan... 246,860 05 204,023 19

The earnings of the Chicago and Rock Island Railroad for the third week in March, 1865, were \$58,771 00

Corresponding week of previous year.. 45,416 00

Increase..... \$13,355 00

The earnings of the Grand Trunk Railway for the week ending March 18, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	\$30,678 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	78,908 00

Total \$112,710 00

Corresponding week, 1864 122,604 00

Decrease \$9,894 00

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- 4th. It is COMPACT, DURABLE and CHEAP. If broken it is easily repaired and at small cost;
- 5th. It has received the highest testimonials from some of the best Engineers and Railroad men in the United States, and is in use on many of the leading Railroads and in a large number of the Manufactories of this country.

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C. N. JORDAN, Cashier.

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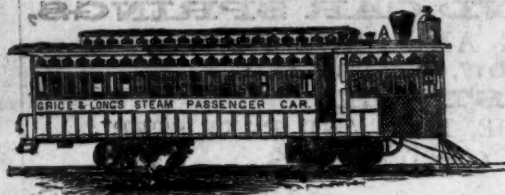
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WILMINGTON, DELAWARE
GEO. G. LOBDELL, Proprietor.

OFFICE OF THE PITTSBURGH, FORT WAYNE AND
CHICAGO R. R. COMPANY, PITTSBURGH, March 17, 1895.
DIVIDEND NOTICE.—At a meeting of the Board of
Directors of the Pittsburgh, Fort Wayne and Chicago
Railway Co., held on the 16th inst., the regular dividend
of TWO AND ONE HALF (2½) PER CENT. on the
capital stock for the quarter ending March 31st inst., was
declared payable, free of government tax, on and after
April 17th prox., by the Treasurer, to Shareholders regis-
tered at Pittsburgh, and by Messrs. Winalow, Lanier &
Co., No. 82 Wall street, to shareholders registered at New
York.

The transfer books will close March 31st inst., and will
reopen April 17th prox. By order of the Board.
F. M. HUTCHINSON, Secretary.

Great Northern Oil Co.

OFFICE 24 BROAD STREET,

And 67 Exchange Place near B'way.

CAPITAL, - - - \$2,000,000.

Manufacturers and Sole Proprietors of the

HENDRICK LUBRICATOR.

Also dealers in SPERM, LARD, WHALE, and other
OILS.

JOHN BRYAN, President, New York.

JACOB S. ATWOOD, Vice-Prest.

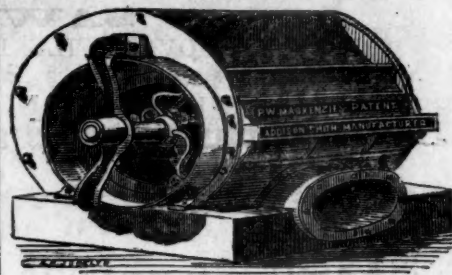
J. A. WISNER, Sec'y and Treas'r.

E. E. HENDRICK, Superintendent

WM. N. MARCUS, Gen. Agent.

W. GRAHAM HOOPES,
IRON COMMISSION MERCHANT,
NO. 107 WALNUT STREET,
PHILADELPHIA.

SMITH & SAYRE,
PROPRIETORS AND MANUFACTURERS OF THE
**MACKENZIE PATENT
BLOWER & CUPOLA,**
PATENT
**GAS EXHAUSTOR
AND COMPENSATOR.**



THIS Blower is a Force Blast Machine, compact, durable
and requires only one-third the power necessary to drive
a Fan Blower. For all purposes where a pressure of Blast is
required they are quite equal to cylinders, and can be driven with
one-third the power, while their cost is trifling in comparison.
We manufacture these Blowers and Cupolas to melt from 1
to 15 tons Iron per hour. They will save one-quarter to one-
half the time required by the old style Cupola, and from 25 to
35 per cent. of coal. Address

SMITH & SAYRE, C
458 Broadway, N. Y.

**UNITED STATES
DISINTEGRATING
ORE COMPANY,**

OFFICE, - - - - 74 BROADWAY,

ROOMS, 14 AND 15,

Prince's Metallic Paint,
AN INDESTRUCTIBLE COATING
FOR
IRON, TIN AND WOOD.

It consists of seventy-two parts Oxide of Iron, and
twenty-eight parts Cement Lime Stone in the
one hundred pounds.

It has much more body than red or white lead. It is war-
ranted perfectly water and fire-proof and to withstand a greater
heat on metals, without scaling, than any other paint in use.

It is a perfect cover for all kinds of iron, tin or wood-
work, out-houses and canvas coverings. It prevents and
arrests the corrosion of metals, and is not affected by the
action of salt, gases, acids or ammonia.

As a coating for patterns of iron or wood, when mixed with
shellac, it is much superior to beeswax, oil, or shellac alone
as has been proven at the largest foundries in the country.

For patching boilers and making joints, it is considered
superior to red lead, or any other preparation.

For cleaning metals it takes the place of crocus, rouge and
emery, being better and cheaper.

This Paint requires no more oil than dry lead or zinc, and
much less than the ordinary mineral paints. It is free from
any waste, and possesses a spreading and covering
power unequalled.

T. E. R. M. S.
By the Barrel or Half Barrel, FIVE CENTS
per pound.

A liberal discount made to parties purchasing by the ton.
A Barrel or Ton will be forwarded to any Railroad companies
desirous of testing its qualities, for which there will be no
charge if it does not give entire satisfaction.

Also, Prince's Imperial Black Paint, and Prince's Protoxide
of Iron.

DANIEL SLOAN, Gen'l Agent, c
115 Liberty St., New York.
CALVIN GAY, Local Agent, 29 Duane St., Boston.